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JANUARY 1988

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ACTION

THE WORLD'S LEADING
MX MAGAZINE SINCE 1973

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MAP**

INSIDE THIS ISSUE!

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LOCATIONS
IN EASTERN
STATES**

**HOW TO FIND
GREAT PLACES
TO RIDE: WE DRAW
YOU A MAP!**

**NEWS FLASH: ALL-NEW
WORLD SERIES OF
MX IS HERE!!
PAGE 48**

**DeCOSTER
& MIKKOLA
COMEBACK:**

**CAN A 40-YEAR-OLD WIN
THE WORLD CHAMPIONSHIP?!**

**SUPERCROSS
SHOOTOUT:**

**RJ WATCHES IN
HORROR FROM
SIDELINES!**

1988
SUZUKI
RM250

1988
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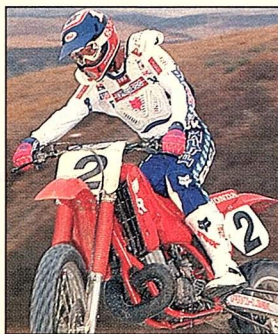
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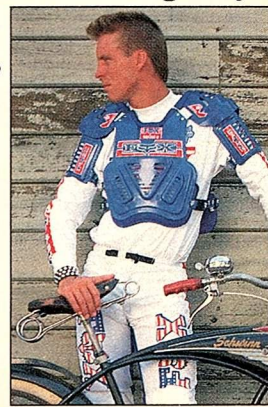
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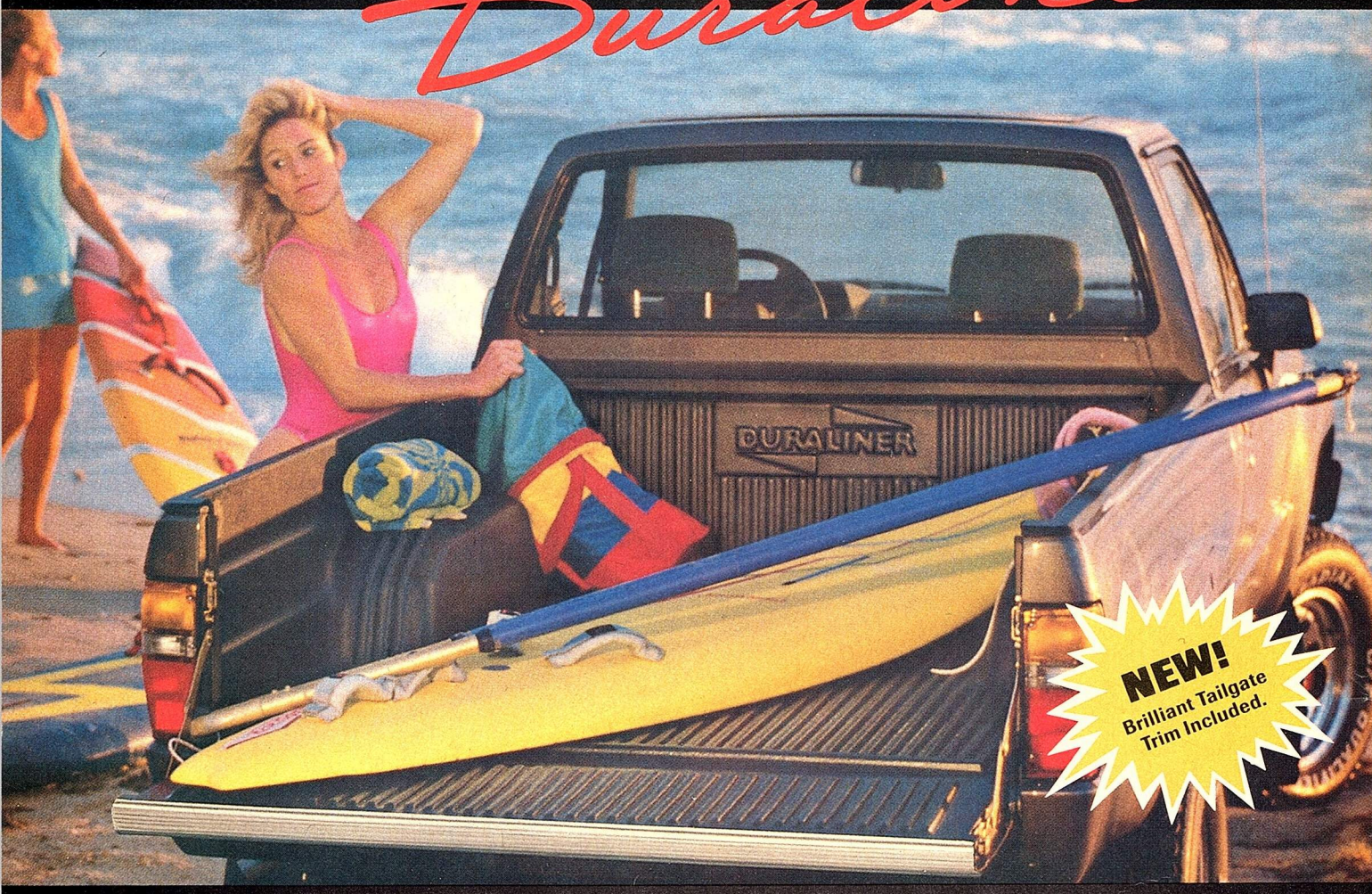
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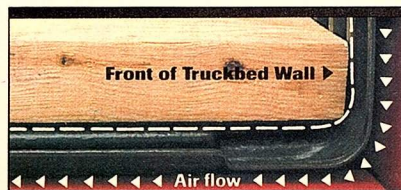
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BIKES

- 26 1988 HONDA CR80
How can something so small be so fast?
- 32 1988 SUZUKI RM250
Bob's paycheck is starting to pay off
- 76 1988 KAWASAKI KX250
Team Green is serious, very serious

FEATURES

- 80 ANAHEIM SHOWDOWN
MX battles in the courtroom
- 102 WHERE TO RIDE, PART III
Map of Eastern tracks

RACES

- 42 VETERANS WORLD CHAMPIONSHIPS
DeCoster and Mikkola are at it again
- 48 WORLD SERIES OF MOTOCROSS
The hometown team prevails—again
- 60 1988 MOTOCROSS DES NATIONS
Where else but Unadilla? Who else but the Americans?
- 86 1988 GRAND PRIX WRAP-UP
It was a year of surprises and upsets

REGULAR STUFF

- 11 ON THE MAINJET
- 12 JODY'S BOX
- 14 DIRT
- 20 MAIL ENTRIES
- 22 ASK THE MXperts
- 92 TRICKS FROM THE TRADE
- 106 GREAT MOMENTS IN MX

MOTOCROSS ACTION

MAGAZINE
JANUARY 1988
VOLUME 16, NO. 1

ON THE COVER:—MXA test pilots aim their trusty steeds into Todd Smith's dirt-encrusted Nikon, and Leif Persson is caught stylin' at Unadilla by Paul Buckley. Design by DeWest. Separations by Valley film.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

American tactics: Jim Holley flew to Europe to take in some 250 GP action. As usual, Jim made thousands of new fans and even took the time to show some of the riders how it's done back in the States. ►

Photo by Harry Kneutennen

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MOTORCYCLE INDUSTRY COUNCIL, INC.

On The Mainjet

By Roland Hinz

□ Motocross has seen a lot of rule changes over the past 15 years. Some good, some bad and some that should have been rained out. None of the rule changes, regardless of how frivolous, self-serving or idiotic, have destroyed the sport, but conversely, none have necessarily skyrocketed motocross to the zenith of athletic dominance. The complete system of determining who, how and what becomes part of the rule-making process is rife with inadequacies. The men empowered with guiding the sport of motocross are almost always working for an enterprise that makes money from the sport.

Most recently, Yamaha's Ken Clark advocated eliminating the 500cc Class from American motocross. Suzuki quickly rubber-stamped this plan and two promoter representatives backed it, also. Only Honda and Kawasaki stood up and said "No!" Of course, they were already down by a four-to-two vote. *Motocross Action* is interested in the sport of motocross as it is, was and evermore shall be. Guided by altruism, not capitalism, *Motocross Action* checked to see what motivated the Motocross Advisory Board to swing a four-to-two vote in favor of such a patently ridiculous idea. Yamaha gave lip service to the banning of the 500 Class as a way to lower the cost of racing and simplify the season. But in reality, Yamaha produces an old-fashioned, air-cooled Open bike that becomes less competitive each year. It will certainly be tougher to win on the YZ490 in 1988 than it was in 1984. Suzuki voted to ban Open bikes because they don't make one. After forking over big salaries to Johnny O'Mara and Bob Hannah, Suzuki doesn't like the idea of their sitting on the bench for the complete 500 series because of a lack of equipment. Better to ban the bikes than to let anyone else race them. Bill West, promoter of the Florida Winter series and the Gainesville National, voted to ban Open bikes because he felt that turnouts at his local races had shown a downturn in 500cc Pro entries. Bill did admit that if Gainesville was a 125/500 National instead of a 125/250 National, he'd probably still draw the same size of crowd.

The final vote came from Pace Management, promoters of the Houston, Pontiac, Seattle and New York Supercrosses. When *MXA* contacted C.E. Altman, President of Pace, he said, "I don't know why Rich Winkler voted that way in our name, but I promise you that the vote has been changed. We are promoting the 500 Grand Prix at Hollister next year, and we definitely



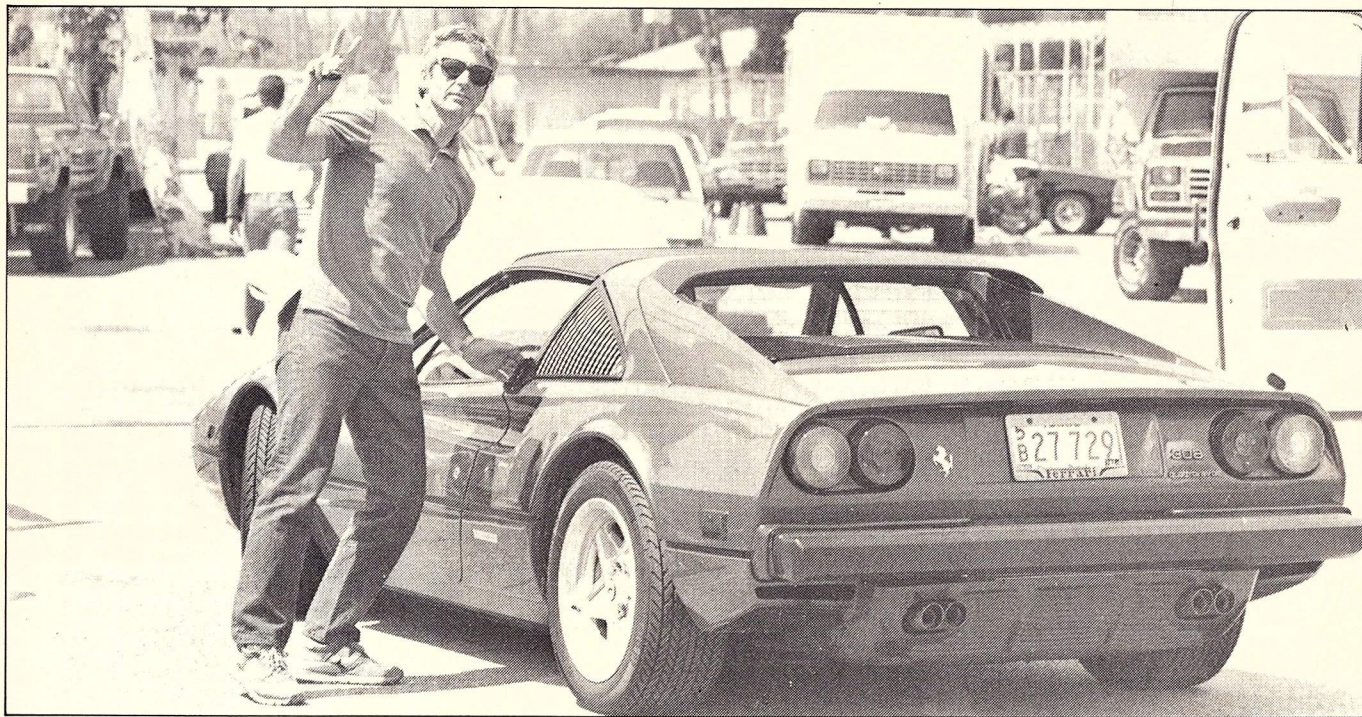
don't want 500cc bikes eliminated." The question is, of course, if they weren't promoting the 500cc USGP in 1988, would they want 500cc bikes banned?

In the end, 500cc bikes will not be outlawed, but the potential of that happening is still real and present. The personal, monetary and self-serving interests of a few businessmen could drastically alter our sport forever. The only force that acts as an ombudsman or neutral party is the AMA, and after their recent rash of *faux pas* in dealing with the sport, press and industry, they don't really have our complete vote of confidence.

Motocross, and motocross fans and racers, can live with constantly changing rules and programs. Production rules, no-Champ 125 Class rules, Supercross qualification rule changes, Junior to Expert grading rule changes, no-track-watering rules, Ron Lechien sign-up rules and Grand Prix restart rules can all be absorbed. But rules that have no respect for the traditions, future or integrity of the sport cannot be tolerated—and that is not a less-than-tolerant view. It is the only way to look at our sport. After all, it is our sport, not some committees, and it doesn't take a four-to-two vote to make us believe that. □

Jody's Box

By Jody Weisel



□ "I'm switching brands this year," said Jimmy Mac the other day. Nobody paid any attention; after all, this was the same Jimmy Mac who announced the week before that in preparation for the 1990s he wanted us to start calling him *Jimmy Max*.

"No, I'm serious," said the Mac as everyone kept putting tear-offs on their goggles in between motos at Perris Raceway. "I'm tired of walking into Vic's Cycle Emporium and having them ask me, 'What do you want?' I want respect. Last week I went over to Sun City Cycles, and the guy called me 'Sir' and asked if he could help me. I think Vic has been taking me for granted."

"Didn't he give you a good deal on your CR?" asked Crazy Dave.

"Some deal! I paid full pop, and while I was in the shop signing the papers, somebody stole the tape deck out of my truck," said Jimmy Mac.

"I thought you said he sponsored you," I said.

"Yeah, he gave me coffee and donuts during an open house sale last spring. Oh yeah, I guess you could say he gave me some free parts over the summer. He left a shop rag in my airbox when he was fixing my top end in June."

The Mac was a loyal rider. He had stuck with his favorite brand through good times and bad. When they built incredibly cruddy bikes he raced them harder to make up for their shortcomings. He never badmouthed his brand, wore logo T-shirts all the time and

defended company honor whenever it was insulted. That's why it was so shocking to see the Mac so anxious to change brands after eight years. The rest of us were fickle riders. Our loyalty lasted to the first turn. If we got the holeshot, it lasted to the second turn. But whenever the bike failed to win, we threatened to switch brands. We weren't picky about the color, brand or country of origin. If Iran built the best motocross bike, we'd be clamoring in line to buy one. If we H-bombed Tehran, we'd pray that the factory was underground. The Mac considered us to be faddish slime.

"You know," whispered Crazy Dave, "Jimmy might know something we don't. That guy wouldn't switch brands after all these years unless Sun City Cycles had the ultimate bike. I don't know about you, but I'm going to check into it."

Dave was right. The Mac had had pretty good success with CRs, and if he planned to change brands after all these years, then the other bike must be better. Dave and I blasted over to Sun City to look at their new '88s. They were definitely trick-looking, and the guy behind the counter was very polite. He called us "Sir." We didn't hesitate—we bought two 250s. Sun City Cycles gave us 20 percent off on parts, free jerseys and a Twin-Air filter each. The Mac was right. Vic wouldn't give us the time of day unless it was closing time.

That next Sunday we pulled into the track and unloaded our brand-new bikes. We

were the only guys at our track to have switched brands. Our white bikes stuck out like sore thumbs in a sea of one color of plastic. We felt pretty smug. It was obvious that everybody else had missed the boat and bought the same old thing for another year. We had got the jump on them, thanks to our perceptive reading of Jimmy Mac's sudden desire to switch brands.

All morning long the gang came by and made fun of us because we had the wrong leathers to go with our new bikes. We didn't care. Just before practice the Mac drove in with his new bike from Sun City Cycles. The gang got a bewildered look on their faces. You could see doubt replace their smug looks. If Crazy Dave, the Mac and I had all switched brands, maybe the same old brand was history. As the Mac unloaded his bike, people started asking where to get the bikes, how much they cost and how good they were. We had started a movement. At least ten other guys vowed to switch by next Sunday.

"Mac," I said, "I gotta hand it to you. I don't know how you found out how great these Sun City bikes were before they were released, but we knew that if you were switching to them, they had to be good."

"Oh, I don't know if they're any good or not. I don't know anything about them," he said as he put his arm around a cute brunette who was helping him unload. "Say, have you guys met Charlotte? Her father owns Sun City Cycles." □



When it was all over, the U.S. team cleaned up.

At this year's MX des Nations in Unadilla, New York, heavy rains turned the turf into tapioca. And made riders into flying mudpies.

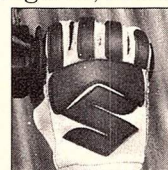
But what really mucked up the visiting teams' chances was a hurricane. Bob "Hurricane" Hannah, that is. On a prototype Suzuki RM125, Bob dug in and scraped his way from the back of the mudpack to the head of his class—

helping the U.S. team sweep away their 7th straight international championship.

Suzuki's proud to have done its part in the clean-up—and congratulates our native sons.

And here's the latest dirt: right now, at your Suzuki dealer, you can pick up one of the groundbreaking '88 RMs for yourself. Nothing's more effective on American soil.

Right on, Suzuki



 **SUZUKI**

GRACIOUS HOSTS

MOTOCROSS DES DONATIONS

• Last year Roger DeCoster mentioned to the *MXA* wrecking crew that the Europeans had always been gracious hosts to the American Motocross des Nations team, and that it would be nice if America could do something to show Europe that we appreciated their efforts. It was a fitting thing to do during a year when the Motocross des Nations would be held in the United States.

Motocross Action started a fund-raising campaign offering a free T-shirt to anyone who donated \$10 or more to the *Adopt a European for the Motocross des Nations* program. It wasn't an easy fund to get started. Unadilla promoter Ward Robinson loved the idea, Roger DeCoster offered his support, *Motocross Action* produced the T-shirts with the help of AXO Sports, but the AMA's Bill Amick sent us a letter implying that being a gracious host was *unAmerican* and that the AMA might sue us if we persisted.

We persisted, and at the Motocross Des Nations, *MXA* handed Thurr Coen of Bel-Ray Europe a check for almost \$4000 to help cover the costs of chartering an airliner to bring over the Euro teams' bikes, parts and personnel. For everyone who supported this cause, thanks from *MXA*, Roger DeCoster and the European racing teams. •

SAVING FACE

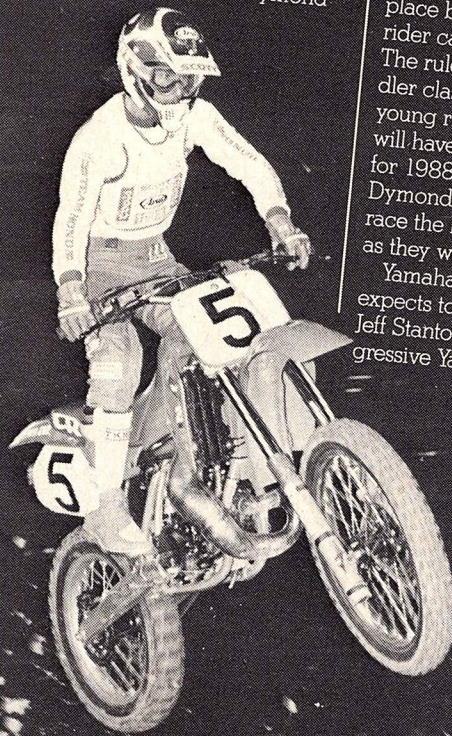
DYMOND PULLS A FAST ONE ON HONDA

• Micky Dymond, who was insulted by a Honda announcement that they would have a two-man team in 1988 but only named Rick Johnson and noticeably left Dymond

out, stunned his Honda bosses by switching to Yamaha for 1988. "We wanted to keep Micky," said Honda's Roger DeCoster. "We made him an offer and I personally am sorry to lose him. He is negotiating with us to get out of his contract early to go to Japan and test for Yamaha."

Dymond, two-time 125 National Champion, was caught between a rock and hard place by an AMA rule which says that no rider can win the 125 title more than twice. The rule was implemented to keep the titler class as a developmental class for young riders and is a good rule. Dymond will have to switch to the 250/500 Classes for 1988, and Honda wasn't willing to pay Dymond as much money (\$100,000) to race the big bike, where he's an underdog, as they would for a 125 Class contender.

Yamaha is thrilled to have Dymond and expects to pair him with Michigan sensation Jeff Stanton on an all-new, young and aggressive Yamaha team. •



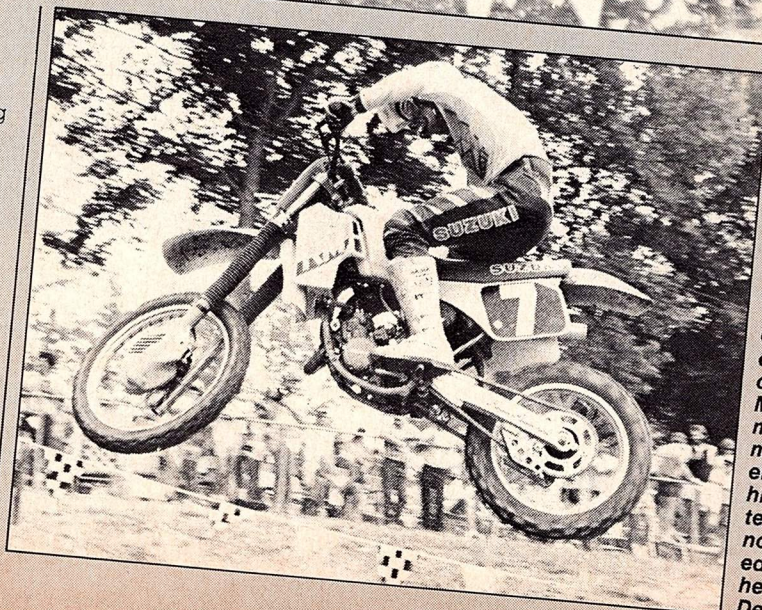
◀ All used up: After years of loyal service, two-time 125 National Champion Micky Dymond was let go by Team Honda when he could no longer be useful in the 125 Class. Dymond is one of America's best riders and will be riding for Team Yamaha in 1988.

STAY HUNGRY

HOLLAND TIES KNOT TWICE

• "It came as a big surprise to Suzuki," said Johnny O'Mara. "They didn't know anything about it, but everybody else seemed to." Johnny was referring to George Holland's not-so-surprising switch to Team Honda. Holland will become the odds-on favorite to win the 1988 125 National Championship when he joins the Honda team. George signed his Honda contract one week after getting married and honeymooning in Hawaii.

George, who resides in a small farming town in central California, has been with Suzuki since his minicycle days, but his father owns a Honda shop. George's switch to Honda might make life easier for the salesmen in Kerman, California's Honda shop. •



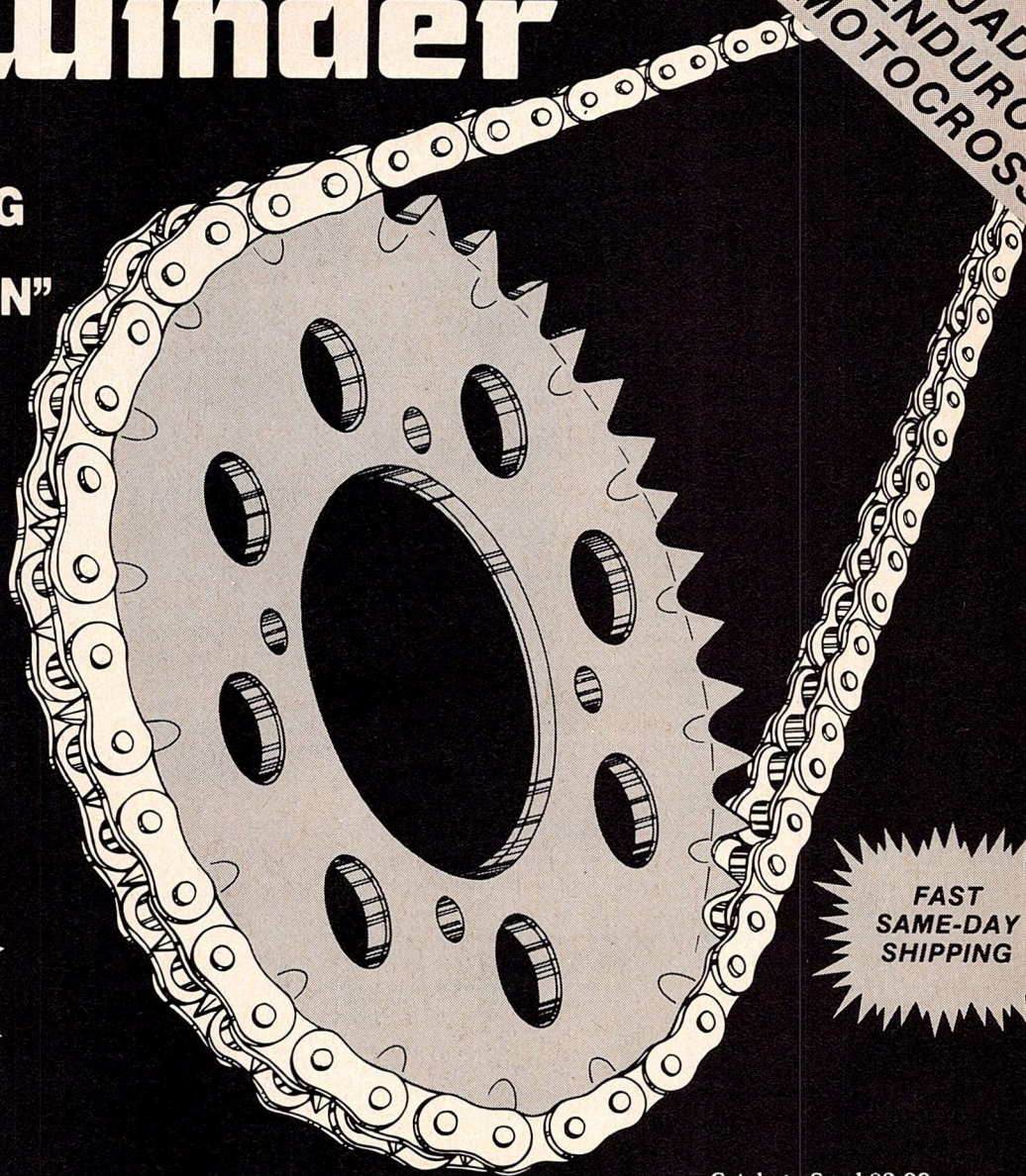
◀ A big step: George Holland has been a Suzuki rider for his entire professional career, but for 1988 he will be riding for Team Honda. George signed with Honda to replace Micky Dymond, and most observers feel that his real potential will now be reached with the help of Roger DeCoster.

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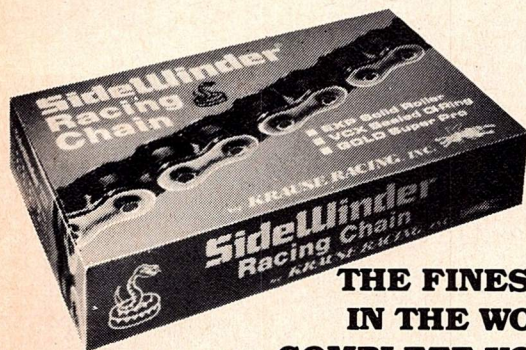
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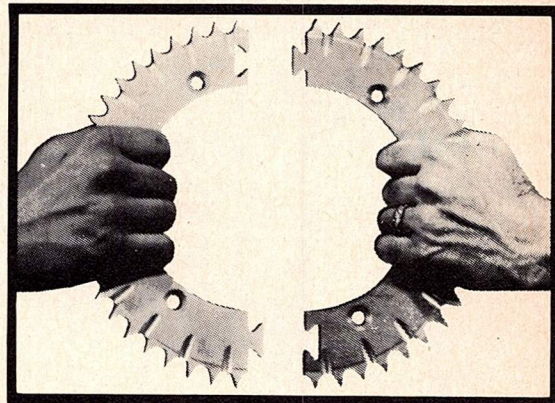
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P.S.A.

IN SWEDEN
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IN HOLLAND
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FOMUTO KAWASAKI

Dirt

THE BOYS IN THE BAND

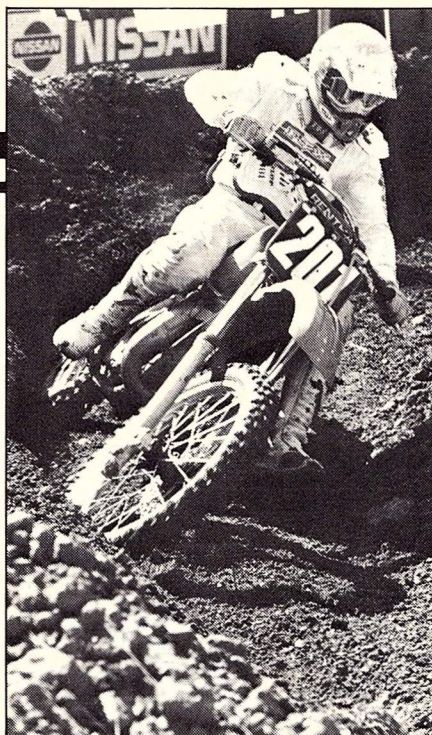
1988 TEAMS: HOT & HEAVY RUMORS

• Everybody wants to better their chances for 1988. The teams want faster, quicker and stronger riders, and the riders want faster, quicker and stronger bikes. During the winter of 1987 the two sides tried to meet on equal ground. Who signed who? Who wants to sign who? Who is looking for whom?

HONDA: Honda is going with a two-man team of Ricky Johnson in the 250/500 Classes and George Holland in the 125 Class. Two additional riders will be added on a full-support deal, and they will most likely be Jeff Leisk and Guy Cooper. Jeff Stanton was supposed to be one of the two, but Honda didn't offer him enough money.

YAMAHA: The big news at Yamaha is that they stole Micky Dymond from the red team and kept Jeff Stanton from switching to Honda. With Dymond and Stanton in the 250/500 Class, Yamaha is still looking for a 125 rider (and may depend solely on support riders). Australian Jeff Leisk flew Down Under for the winter in hopes of lining up some outside sponsors, but Leisk will not be riding Yamahas next year. He is the number one contender for a Honda ride.

KAWASAKI: Jeff Ward is the Kawasaki team. Jeff is the green team's number one rider. What about Ron Lechien? Ron is a question mark. Ron might be on a Kawasaki, but he might not. If he isn't kept on the team Kawasaki is expected to sign a two-man 125 contingent. Top possibilities for the KX125 team are Larry Brooks and Rick



Winning Down Under: DMC/Kawasaki rider Jeff Matiashevich was invited to race two Supercrosses in Australia. Jeff won both the Sydney and Brisbane events, beating the likes of Eddie Warren and Jeff Leisk in the second round on a new '88 KX250.

Ryan. Mike Fisher will be riding for Kawasaki with his paycheck coming from the testing department.

SUZUKI: No changes. Bob Hannah's contract says he can ride or not ride as he pleases. It also details full support for three 250 Grands Prix. If Bob wants to do more, he has to pay his own way. Johnny O'Mara had knee surgery on both knees immediately after the '87 season and was recovered enough to be racing bicycles within three weeks. Erik Kehoe, Donnie Schmit, Ronnie Tichenor and Keith Turpin will probably all stay put in the 125 Class. George Holland went to Honda.



Is he or isn't he? Kawasaki has a major decision to make about whether or not to rehire Ron Lechien. Ron's troubled past and very inconsistent results now out-balance the fact that he's one of the most talented riders on the circuit—time will tell.

LOOKING FOR WORK: Keith Bowen was let go from Yamaha. Eddie Warren will no longer be on the Kawasaki team. David Bailey, who was on salary at Honda, but unable to ride because of injuries, will officially be off of the Honda team. Bader Manneh's Kawasaki support team ride will go to someone else after Bader's terrible year.

WAITING FOR WORK: There are three riders who are most likely to sign with a factory team in 1988. They are Rick Ryan, Larry Brooks and Tyson Vohland. Most expect to pick up full support rides before the start of the season. •

LESSONS LEARNED THE HARD WAY

JOHNNY O'MARA & MOUNTAIN BIKE AGONY

• **MXA:** Johnny, what are you doing racing mountain bikes?

Johnny: Well, by the time I got healed up there weren't any motorcycle races for me to enter. The owner of Yeti Bicycles called and offered me a ride for the Mammoth Kamaikaze Stage race and the Durango Nationals in Colorado. I never rode a mountain bike before Mammoth, but I finished fifth overall in the Expert class and third overall at the National Championships.

MXA: What was it like racing at Mammoth?

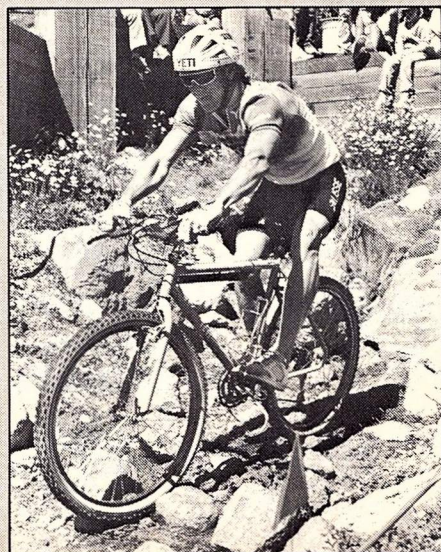
Johnny: The Kamikaze Downhill was pretty crazy. I was going about 40 to 45

mph in some sections and could barely hold on. The cross-country was brutal—that's the only word that explains it. The 37 miles felt like 100, and I was whipped after only six! It was pain the whole way.

MXA: How does it compare with racing motocross?

Johnny: It doesn't. Motocross is tough, but it's easy compared with this. You end up gasping for air, and the dust pours in. I definitely wouldn't give up motocross for mountain bikes—it's such hard work, and you make even less money. These guys are killing themselves for nothing! • □

So much pain: Johnny O'Mara was introduced to the world of mountain bike racing at the incredibly tough Mammoth Kamikaze Stage race. He barely survived but came back for more to finish third in the National Championships riding for Yeti Bicycles. ►





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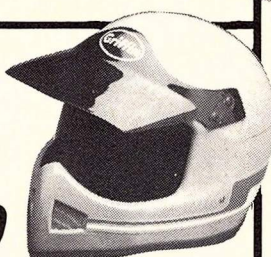
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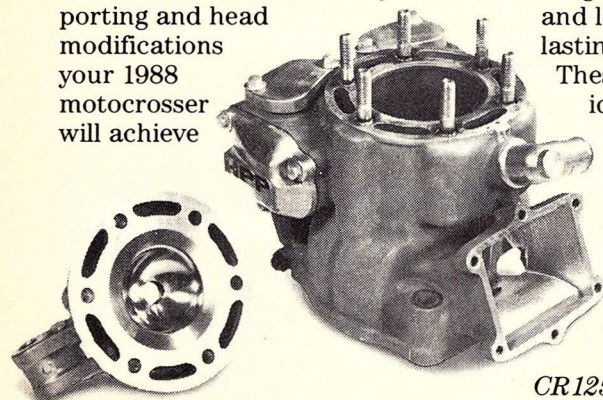
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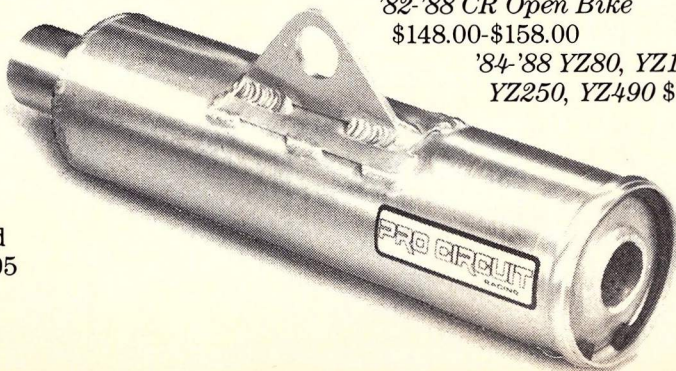
'88 The year of the ultimate motocross bike, or so we thought. It's true, the '88s are improved, but we believe that anything can be made to work better! With Pro Circuit's cylinder porting and head modifications your 1988 motocrosser will achieve



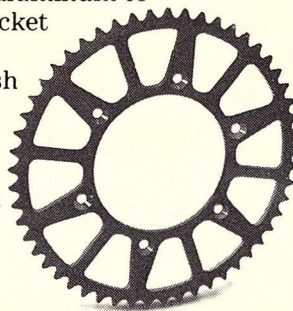
it's full potential! If you don't believe us just ask *Rick Johnson, Jeff Ward, George Holland* or *Jeff Stanton*. Cylinder Porting \$165.00, head modifications required in most models \$50.00

'88 pre-ported cylinders and heads now in stock. Call for more information.

'88 Works Style Silencers have been improved to decrease weight while increasing durability. It's a fact that a properly packed silencer maintains maximum power output while keeping noise to a minimum. Pro Circuit's unique design allows quick repacking by virtue of a large retaining sirclip that eliminates drilling pop-rivets. Available for all '88 motocross bikes, 1987 CR125, CR250, RM125, and YZ125 \$59.95

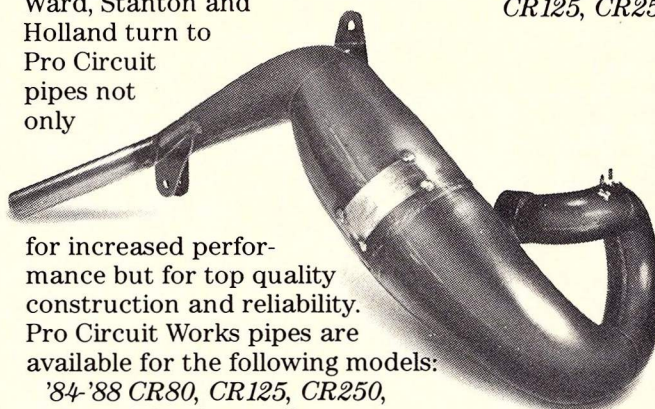


'88 Works Sprockets utilize a hard anodized 7075 aluminum to make a sprocket that is light-weight, stylish and long lasting. These are identical to the



sprockets Team Honda used to capture seven National Championships in the last two years. Available for '85-'88 Honda CR125-500 and '86-'88 CR80 \$59.95

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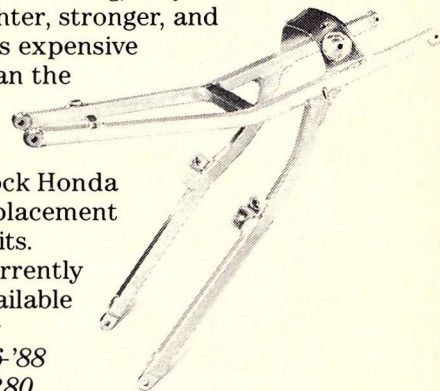


for increased performance but for top quality construction and reliability. Pro Circuit Works pipes are available for the following models:

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'82-'88 CR Open Bike \$148.00-\$158.00
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'88 Works Subframes aren't just a fashion trend! Not only are Pro Circuit's aluminum box section subframes good looking, they're also lighter, stronger, and less expensive than the

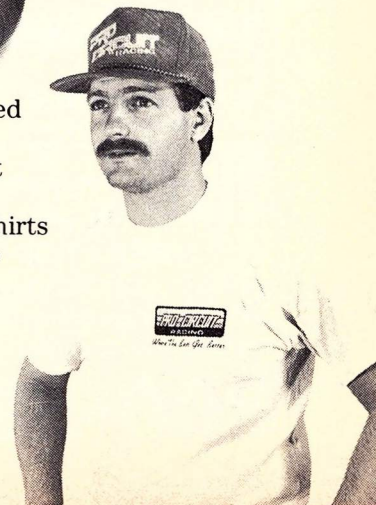


stock Honda replacement units. Currently available for

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'88 Works fashions let you stand out from the rest of the racing crowd. Our top quality cord hat features the new Pro Circuit logo

embroidered in bright fluorescent colors. Pro Circuit T-shirts display the traditional logo on both front and back.

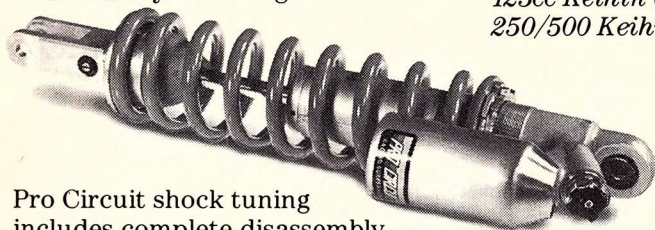


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Oil change only \$ 55.00
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*Pro Circuit now offers valving updates to previously revalved Pro Circuit shocks at no charge when sent in for an oil change!

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Rick Johnson T-shirts

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'88 Prototype works pipe.

Pro Circuit would like to thank Larry Brooks, Jeff Hicks, Jeff Ward, Fred Andrews, Eric Kehoe, Keith Turpin, Jo Jo Keller, George Holland, Donnie Schmit, Rick Johnson, Mike Fisher, Rick Ryan and Jeff Stanton for their support. *These guys are real American Heroes!*

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BUCKWHEAT FANS

Dear *MXA*,

For those of you who thought Hannah would make the MX des Nations team suffer, eat dirt.

The Parts Counter
Beechmont Yamaha
Cincinnati, OH

GET TO THE POINT, WILL YA?

Dear *MXA*,

I have a comment about the selection of team members for the MX des Nations this year. It stank.

Sam Campbell
Lincoul, CA

ANOTHER MOTOCROSS WIDOW

Dear *MXA*,

My boyfriend and I have a dispute that you can help settle. He thinks that when he is practicing and racing, he should concentrate 24 hours a day—not on his girlfriend, family or friends, but just on racing. Don't you think that other things are important, too? He can race and think of me sometimes, at least. I understand that racing is important to him, and I even love to ride motorcycles myself. Can you help settle this argument?

Dinah Dykes
Somerset, KY

(Your boyfriend is right. He should concentrate 24 hours a day, every day. Luckily, the MXA wrecking crew is so good, it only has to concentrate 23 hours a day. We can fit you in at seven p.m.)

HOW OLD IS THIS GUY?

Dear *MXA*,

I recently became aware of some motorcycles that I've never heard of before. Do you know anything about the Aprilia, Gilera, Garelli or Brembo? Are they available in the U.S.? What are their intended uses?

Tim Hallisay
El Cajon, CA

(Aprilia, Gilera and Garelli are Italian motorcycle manufacturers that produce a variety of machines. They are not available in the U.S. Brembo makes brake components.)

OLD BIKES WIN, TOO!

Dear *MXA*,

Last year I raced an '86 RM125 in the Amateur class. To confess, the bike was not very competitive. My racing has been struggling financially ever since day one; so I was wondering if a 1987 CR125 would still be competitive in 1988.

Gene Austin
Oswego, NY

(Yes.)

OUR BRITISH FRIENDS

Dear *MXA*,

I am an English rider working in the States. I have been reading your mag since I got here and quite like it, but there are a few things I should point out to you. First, Dave Thorpe is the world's number one, that means he can race where and when he likes. At the moment, his wife is having a kid, and that's a pretty good reason to stay in England. But because he stays home, you jerks think he is scared. Second, your Stadium Cross sucks. The tracks are wet and feeble, and the riders spend most of their time in the air waving their legs and arms like performing monkeys. Third, I don't know how much Honda, Yamaha, Kawasaki and Suzuki pay you to have their bikes displayed from cover to cover, but I've been a mechanic for a KTM team and have one on order for when I get home. All your stuff on how bad KTMs are is a load of droppings.

Arden Clements
Warika, OK

(Fourth, planes leave every hour, on the hour, for London. Fifth, be on one.)

COULD IT BE TODD SMITH?

Dear *MXA*,

Who is that wild-riding, hyperactive trickster pictured on page 40 of the November '87 issue? How would your readers like to have him behind them on a last-lap duel? All we could hope for is to cover him with mud to slow him down. Looks like Larry Brooks, but how can we tell?

Jack Steele
Orlando, FL

(The MXA test rider on page 40 of the November MXA is Ed Arnet. Yes, the same Ed Arnet whose roost knocked out Rick Johnson's teeth. The same Ed Arnet whose pit bull bit a guy in the seat of the pants when he snuck into the pits. The same Ed Arnet who is the new editor of DIRT BIKE magazine.) □

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NOTE: All "TYPE II" oval design silencers are shortened for maximum performance.

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- Aircraft buttonhead socket bolts for easy repacking
- High-strength 6061-T6 aluminum alloy

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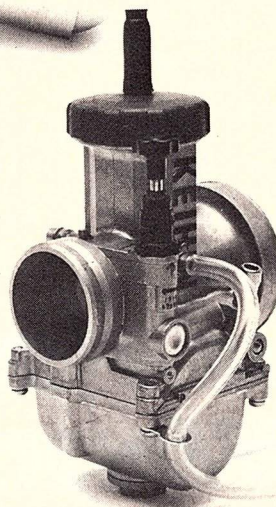
- Internal core support interrupts exhaust flow causing unnecessary turbulences.
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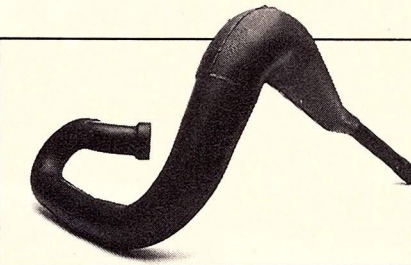
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Ask the MXperts

WHAT ABOUT YOUR FORKS? Getting Technical with Race Tech's Paul Thede

□ Paul Thede is a very technical person, the kind who would offer an answer for every question asked in your high school science class. He can tell you everything you ever wanted to know about motor-cycles, because he knows every working part, how it works and why. For the last three years, Paul has been specializing in fine-tuning suspension for hard-charging privateers such as Doug Dubach and Billy Frank. We asked Paul for some simple advice on the inner workings of front fork assemblies.

MXA: What's a common problem with the cartridge forks that come on the new production bikes, and what should a rider do to set them up right?

Paul: Most of the bikes come from Japan with too much stiction in the forks due to improper tolerances and assembly. They're also usually overdamped in both compression and rebound. Experimenting with different oil viscosity is a good way to find a working combination. You can also try backing out the compression adjuster, being

sure to notice the concurrent changes. Most forks will work best with the compression damping set near the minimum setting.

MXA: How exactly do the compression adjusters work?

Paul: All cartridge forks have compression adjusters which act as low-speed adjusters, and they have a big effect on controlling the harshness. As you back out the adjuster, making the compression damping lighter, it decreases the harshness—lessening impact and maximizing control of the bike. Its importance is felt most in how the bike corners, recoils off jumps and tracks down straights.

MXA: What is there to know about preload adjustment?

Paul: Preload helps in metering ride height, which is the relationship between front-end height and rear-end height, and that affects steering. Preload also contributes to harshness, and the amount of preload determines the amount of force required for the initial movement of the fork.

MXA: How important is finding the

Let's get technical: Race Tech's Paul Thede was once sought out by high-tech computer companies, but he chose to stick with motor-cycles. Paul knows the inner workings of forks like few others. ▶



correct spring rate?

Paul: Without knowing the bike and the weight of the rider, it's hard to say what weight of fork spring should be run, but springs should usually be set up with 5mm to 15mm of total preload. Choosing the correct spring rate determines how much the forks droop during braking, which affects geometry change. The spring rate is important but does not, by itself, prevent bottoming. It shares that role with damping and the oil level.

If you have any questions about your suspension, send a stamped, self-addressed envelope to Paul Thede c/o: Race Tech, 3227 Producer Way, #127, Pomona, CA 91768. □

Are Your Forks Tuned To The Wrong Pitch?

Are your forks performing a little off key? Simons has just what you need to achieve encore performances.

For '87 Simons continues to lead the way in advanced suspension technology with a selection of fork components that deliver performance soundly superior to the competition.

Anti-Cav Forkit

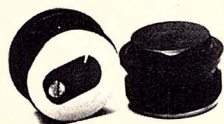
By improving compression damping, eliminating air entrapment and cavitation, Simons is able to provide national championship performance at an affordable price.

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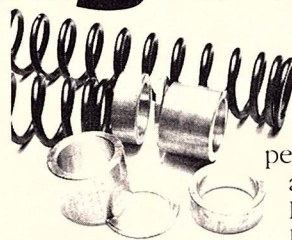
Anti-Pressure Fork Caps



Air build up can cause your forks to respond harsh, especially at the end of a moto when rider fatigue sets in. With Simons Anti-Pressure caps your

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Caps with external rebound damping adjusters available for '86-'87 Honda cartridge style forks \$79.97.



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Factory riders keep their forks in top condition by replacing bushings and seals every race. Now you can afford to do same. Kit includes all four bushings, seals and wipers. \$29.95



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For racers who care about protection along with style, Gaerne offers both.

THE FACTS ON FEATURES

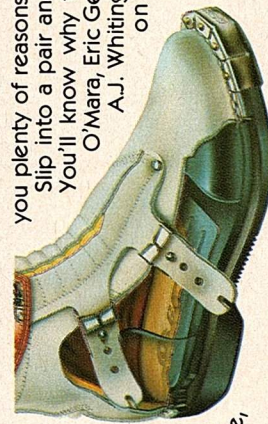
Packed inside a Gaerne boot, you'll find more features than any other brand could ever offer. With details like special MX sole with built-in steel shank, Grade A leather, speed lacing, plastic protection on gear shifting contact area, built-in gator to seal out water and dirt, and timeless hand-crafted Italian construction, Gaerne gives

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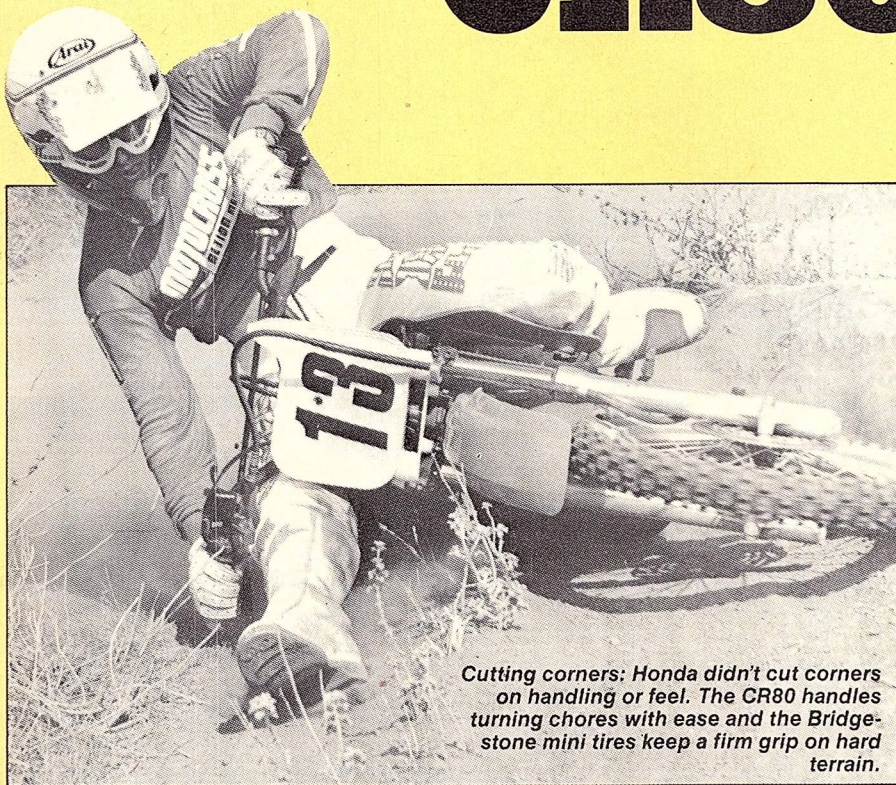


Built for the Human Race.™



1988 HONDA CR80R

Is there a line at your local dealership?



Cutting corners: Honda didn't cut corners on handling or feel. The CR80 handles turning chores with ease and the Bridgestone mini tires keep a firm grip on hard terrain.

□ Honda can't seem to find the handle on the minicycle class. What do they have to do? How many changes should they make to their CR80s? Why doesn't the minicycle public clamor to buy the CR80R? If Ricky Johnson doesn't have 83cc appeal, who does?

For those in the know, the Honda CR80R is the fastest, most powerful and quickest minicycle ever made. The motor is one of the most awesome mini motors on the track. It pops into action in the low end and builds to a hyper-kinetic top-end overrun. It is a short-shift motor that lives in a bubble of beaucoup horses. For minicycle racers the incredible CR80R powerband ought to be *number one* on the priority list. It isn't so!

WHAT DO MINICYCLE RACERS RACE?

Minicycle racers clamor to ride Kawasakis and Yamahas. There is even a small cadre of Suzuki riders, but across the board, the NMA ranks aren't swelled with red machines (powerful engine or not).

Power isn't everything to a motocross racer, you might be saying to yourself, and maybe minicycle racers stay off of the red machines because of some handling, suspension, shifting, braking or reliability problem. But it isn't so. The Honda CR80R is the dominant minicycle of the past two years that hasn't dominated on the race tracks.

WHY IS THE CR80R A MINORITY BIKE?

There are several reasons why NMA hot-shot mini stars don't ride Hondas, but none are strong enough to be worth missing out on a bike this fast. First, Honda doesn't sup-

port minicycle racers in the same way that Kawasaki and Yamaha do. Each year at Ponca City and Loretta Lynn, Kawasaki and Yamaha semi trucks roll into the pits and start unloading bikes, parts, tools, mechanics and technical bulletins. It is rumored that the five days of racing at Ponca City cost Yamaha more than \$80,000 in support. Team Green is busy handing out savings bonds to every kid who wins (not to mention buying ads with Junior's name in 60-point type). What does Honda do?

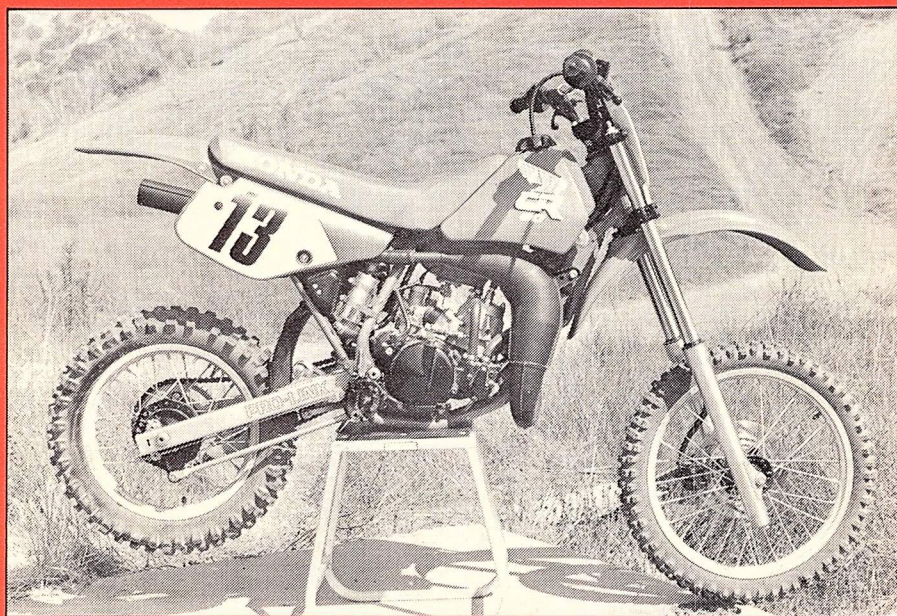
Good question. Honda, aware of its low profile, has begun to send box vans and service technicians to the big races. It may be too little, but it isn't too late.

IN LIGHT OF NEW INFO

Honda has taken the time to produce a great race bike, but public apathy has resulted in what Honda's National Communication Department says will be "limited production in 1988. Some dealers will only get two of certain models. The CR80R is one of these limited-production bikes."

HOW DOES IT WORK?

Jetting is a tad rich on the bottom but can be easily cleaned up by dropping the needle clip or pilot jet. Until you make it crisper, you run the risk of fouling plugs, especially with inexperienced riders. Starting is easy,



Snubbed: In the past, hot mini riders have ignored the CR80, but they shouldn't. The 1988 CR80 motor, suspension and chassis add up to a championship-winning package!

CR80R

with one or two prods of the kickstarter (choke it when cold).

Once the engine burbles to life you can feel the horses surging to get out. Low-end power is predictable and steady, but the real meat of the motor is in the mid-range. As rpm begins to build off the bottom, the CR80R jumps to life. It is a virtual rocket-ship. Junior-level riders might have a tendency to bog the motor by not making the most of its *hammer-it* powerband, but good riders will find more than enough power for any situation.

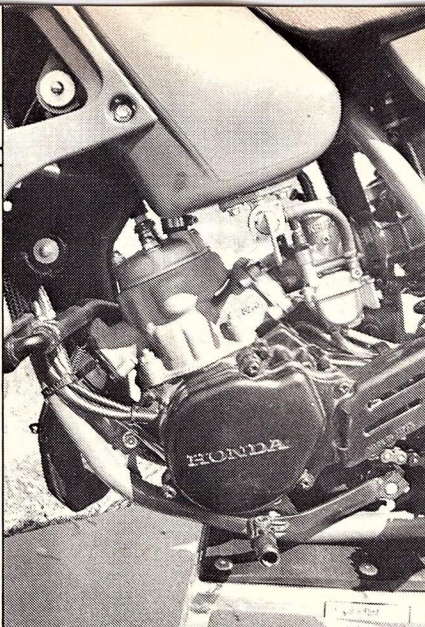
Clutch action is light, smooth and predictable. Two years ago, the CR80R's clutch had lifespan problems, but the return of steel plates last year increased the CR's fiber-plate life. Clutching the bike out of turns is the hot ticket in berms and fast sweepers, because it allows the CR to run a gear higher.

Making the clutch feel even better is the *snick-and-click* transmission. The six-speed gearbox is perfectly mated to the power, and shift action is perfect.

What more could you ask of a racing engine? Massive horsepower, perfect shifting, light clutch and crisp carburetion.

DOES IT HANDLE?

You bet! It is the tightest turning and



Pony Express: The 1988 CR80 motor produces gobs of power across the board. The power comes on down low, surges in the middle, and revs out on top. This is a winning motor!

quickest handling mini on the market. Thanks to the snappy power, the CR has a light, almost airy feel to it as it levitates down the track. High-speed stability is good, with solid straight-line accuracy.

Suspension setup is aimed mostly at large riders, as is the ergonomic package. The damping and spring rates are perfect for riders from 12 years old and up. Smaller



Fashion statement: The sleek radiator shroud is typical of Honda's attention to detail. The shroud/tank juncture is slimmer for '88 and improves ergonomics. Appearance is first-rate, but the decals get trashed on the first ride.

riders might be forced to set up the bike for their less-than-mini-pro weight.

Honda's very trick shock features adjustable compression and rebound just like the big bikes. We ran our compression clicker three turns out with the rebound on the stock setting. Honda has selected a spring rate for the rear of the CR80 that suits most riders in the intended market



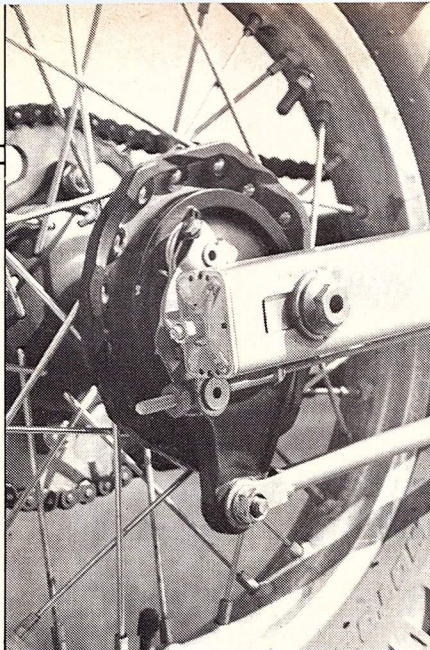


Going up: The tractor powerband makes hillclimbing a cinch. It also allows the bike to pull wheelies in any gear, even with heavy riders. Throttle restraint is advised.

range (which appears to be 12 and over).

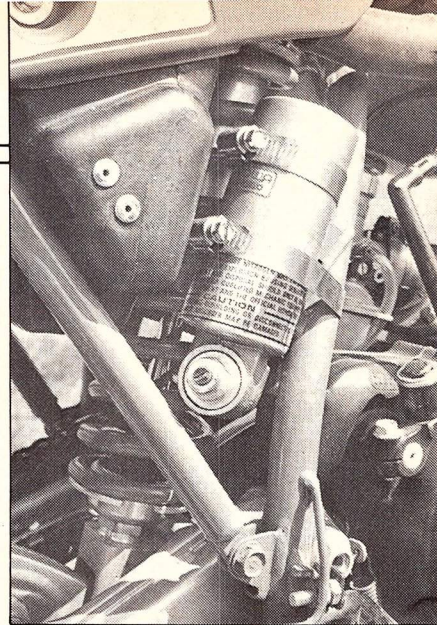
FIT AND FEEL

Right off the bat, a mini rider is going to like the new looks of the 1988 CR80R. It has a sleeker and more complete look to it. There is plenty of room to work on the carb and spark plug, but not so much that the CR80 looks like a conglomeration of miscellaneous parts.



Stop me: The brakes on the Honda mini are above average. The drum brake saves money, but requires periodic adjustment. A rear disk would be nice.

A front disc does the stopping duty up front. It isn't the strongest front disc made, but it works well, and the lever feel is excellent. Out back, the braking chores are handled by a drum brake which suffers from poor brake-shoe life. After the first ride, the MXA test crew had to move the rear brake arm back on the cam to get proper pedal feel.



Perfect pogo: The suspension is set up for larger riders and is spot-on. Smaller riders will be able to customize the shock to their needs with adjustable compression and rebound damping.

IS THIS THE BIKE OF THE YEAR?

Of all the bikes that Honda makes in 1988, the CR80R has the least flaws, the highest level of performance and a definite power advantage over the competition. All it lacks is a clamoring group of hot NMA riders to scoop up the limited production. It can win if only enough riders would give it a try. Anyone interested? ☐



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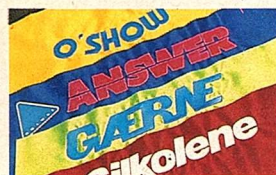
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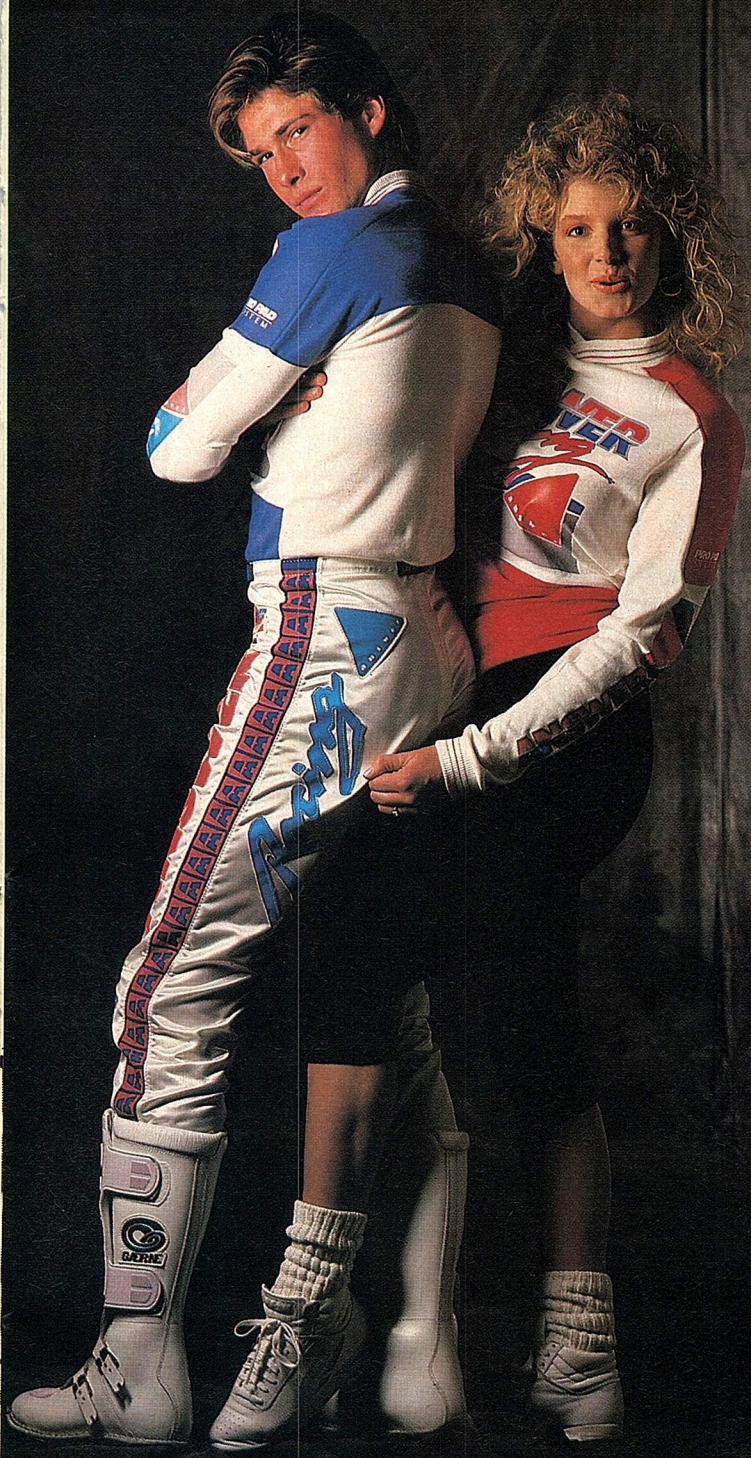
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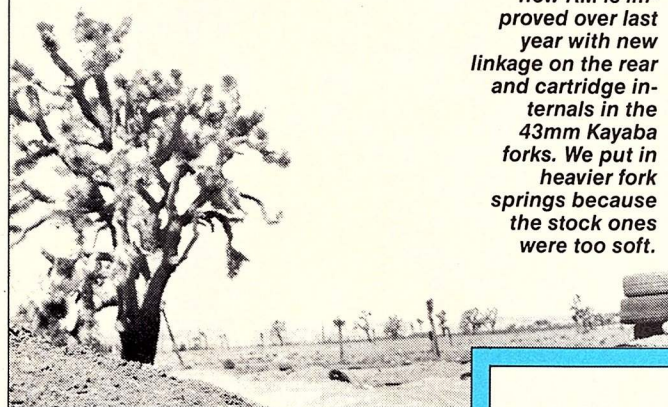
RACE TEST

1988 SUZUKI RM250

The first of the signature models



Fly like an eagle: Suspension on the new RM is improved over last year with new linkage on the rear and cartridge internals in the 43mm Kayaba forks. We put in heavier fork springs because the stock ones were too soft.

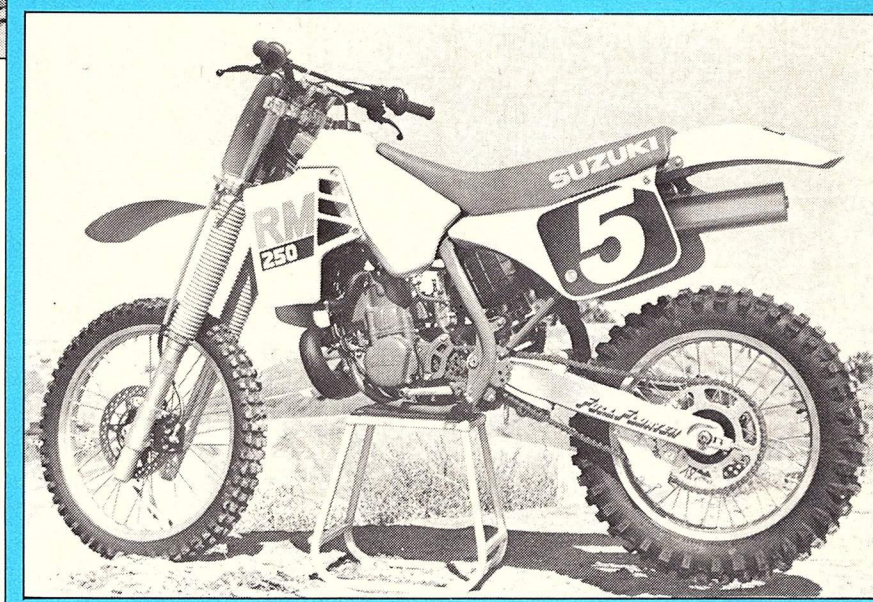


□ Bob Hannah fancies himself the new Roger DeCoster. No, not on the race track. On the track DeCoster will always be the stylish, smooth and blazing-fast perfectionist. Hannah is definitely not stylish, smooth or perfect, but he is blazing fast. It's no secret that Bob idolizes Roger DeCoster. The two dueled across America many times in the '70s, with neither giving quarter, and when Roger retired he went on to become the best development rider in the history of the sport. Where Roger goes, great bikes follow. Roger built Suzuki a dynasty of production machines in the late '70s and early '80s, and then moved to Honda and did the same for them from 1983 on. Bob Hannah wants to be the next great development rider, and the 1988 Suzuki RM250 is his first effort.

DON'T JUDGE BOB TOO QUICKLY

Bob Hannah can't be fairly judged by the 1988 Suzuki RM250, because he didn't get all the changes he asked for. Bob claims that 1989 will be his watershed year as a designer. Suzuki has always been an enigma as a motocross power. In the past they had riders such as Joel Robert, Sylvain Geboers, Willi Bauer, Gerrit Wolsink, Tony DiStefano, Billy Grossi, Kent Howerton, Darrell Shultz, Georges Jobe, Gaston Rahier, Eric Geboers and Mark Barnett. All in the past! As these great riders dribbled away, so did the prowess of the machines. The last great Suzukis were the ones produced way back in 1982, when they produced the rocket ship RM250 with the high-rpm shrill (the '81 model was the last innovative RM125). Six years is a long dry spell to have a bike that the world identifies as a winner.

Last year Suzuki vowed to turn its fortunes around. It spent over one million dollars to



get Bob Hannah and Johnny O'Mara on the team. They begged, borrowed and bought a bevy of young hotshots (Tichenor, Turpin and Schmit) away from the competition, and set out to build a competitive race bike. For 1988 the Suzuki RM250 is getting all the attention and money (the RM125 gets modest changes). In 1989 Suzuki goes for broke. Bob Hannah stands ready to take his place as a development rider beside Roger DeCoster. And what if Bob can't build a winner? Everybody in the motorcycle industry knows that Suzuki has been negotiating to get Roger back in yellow.

IS THIS AN INTERIM BIKE?

No! Suzuki is working toward an ongoing, constantly up-grading program similar to the ones functioning at the other companies. In the past Suzuki has favored the three-year plan: Build a new bike and

Hannah replica: Although not the bike that Bob Hannah wanted to sell, the '88 RM250 is the first Suzuki to really benefit from Hannah's advice. Bob feels that the AMA production rule hurts the development of production bikes, but he is doing his best to make the RM a winner.

live with it for three years, and then build a new one. The second and third years of the three-year plan have been disasters. Suzuki is trying to change that starting in 1988. New things will be done, ideas tried, and theories applied. Next year Suzuki will introduce radically new motors and some suspension refinements. The '88 Suzuki is the steppingstone out of the cellar for Suzuki. The effort shows renewed interest, which could bring success.

Watch out, Roger! Here comes Bob!



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RM250

ACROSS THE BOARD

HOW DOES THE RM250J COMPARE?

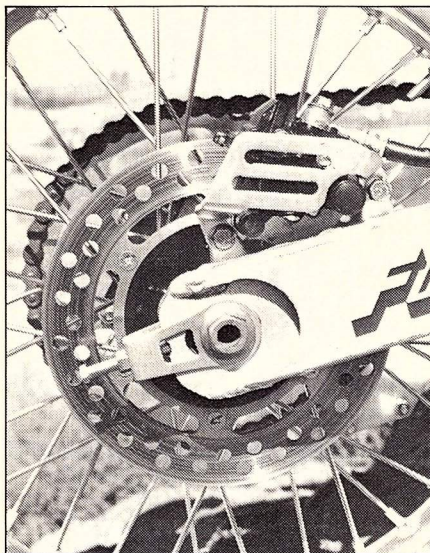
• When you build a new machine, the natural comparison is with the old machine. Are the improvements big enough, sound enough or wild enough? Have you gained ground on the competition or lost it? Did you achieve the design goals you set? Is the new bike improved over the old one? Or just different? These are the questions that must be answered. How does the RM250 compare?

HANDLING: Overall Suzuki handling has been very odd the last few years. The front end has exhibited a *pendulum* effect in corners and off jumps that displays itself in a tendency for the front wheel to flop from side to side. Suzuki lengthened the steering head to eliminate the floppy feel. They were halfway successful. The pendulum is less noticeable, but now the front end pushes in flat turns.

POWER: Suzuki claims that the 1988 engine has six more horsepower than 1987. It is a well-disguised six ponies. It feels more like two horsepower on the top end were traded for two off the bottom end. Low-end power is smoother and more controllable than last year, and the top has considerably more overrun. It isn't a mongo horsepower machine, and definitely won't rip stumps out of the track under power, but the power delivery is predictable, usable, manageable and fast enough. We know from hop-up tests in 1987 that the RM engine has the potential to be the best all-around engine on the track. That's a fact!

FRONT FORKS: Suzuki had the best front forks on the track in 1987. The Kayaba cartridge forks offer adjustable compression and rebound. In 1988 they aren't properly set up for serious motocross work. Fork spring rate is too soft for fast riders or rough tracks. We had our best luck by switching to an ATK heavy-duty 42mm spring kit (the Kayaba legs don't use the 43mm springs of the Showas or older Kayabas) with the main ATK spring and one booster. With the stiffer springs you need to turn the compression adjuster all the way out (20 clicks).

REAR SHOCK: In a strange move, Suzuki moved away from the flat rising rate that it had such success with last year to a more radical rising rate in 1988. Last year's rear suspension could be set up superbly without any trouble. This year the rising rate adds a harsh quality that is inherent in bumping up the leverage (Honda also changed to a radical rising rate in 1988 and suffers even more for it). In comparison, the Suzuki rear suspension isn't as good as last year's, but it is still better than what Honda or Yamaha have to offer. We ran the spring preload at exactly 100mm



What's that noise? The RM's brakes are improved this year due to different compound disc pads, but we could never figure out why the rear brake kept squealing. Suzuki finally put a 24mm nut on the rear axle instead of the impossible-to-work-on 35mm—that's good!

with the compression clicker on 12 out and the rebound on ten out.

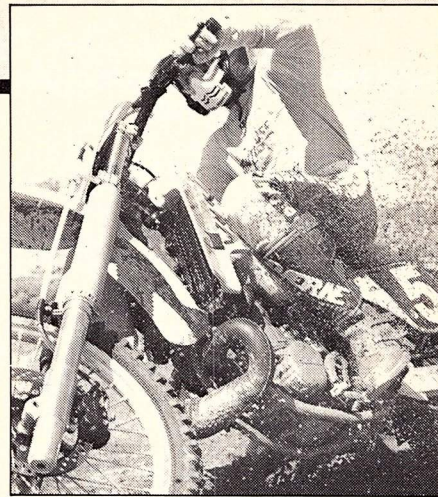
COMPONENTS: Suzuki has the worst throttle of any motocross bike. It is a slow-twist model that requires a full effort to twist far enough. It needs to be replaced with a quick-turn unit so that the nice RM power can be on tap when needed. All the test riders complained that they had to wring the throttle so far that their arms got tired during a long moto.

Bars are a special Bob Hannah bend that could be replaced by something slightly lower and flatter for half of the testers, while the rest were noncommittal or liked them.

With new fenders (front and rear) the Suzuki would look 100 percent better. The platypus front and deeply valenced rear are functional but formless. Try Acerbis for aftermarket units with more style.

SHIFTING: Suzuki had a shifting problem last year because the RM shifted too well. It required so little effort that it was easy to pop out of gear over jumps and in whoops. Suzuki revised the dog angles to make the tranny shift better under a load and stiffened the shifter action to require more pedal pressure. Did it work? Not really. The Suzuki is now on a par with the competition, but it's not the best shifting bike in the class.

BRAKES: Pucker power is mismatched. The front brake requires an effort to get full stopping power, and the rear brake is overly sensitive and squeals. It is possible to kill the



More snap: Unlike last year's motor which had a strong bottom-end hit, the '88 comes on in the mid-range with a very snappy response. The quick-turn throttle isn't that quick and power delivery would be better with a throttle grip you don't have to be double-jointed to use.

engine with the rear brake. Turn the front brake lever adjusting bolt all the way in (or switch to a longer bolt) to get the RM front brake to actuate as soon as possible. This will balance out the brake action by making the front react sooner in the lever pull.

TRANNY: The best gears in the Suzuki arsenal are third and fourth. Short-shift through second gear because the powerband is tight in the lower ratios, and let the engine pull long and hard through third. Second-gear starts are easy, but one tooth more on the rear sprocket would enable riders on tight, rough tracks to get the full benefit out of the better ratios in third and fourth. Clutch action has been immensely enhanced on the RM250. Extra plates and smoother actuation are the reasons.

ERGONOMICS: In feel, fit and seating position the 1988 RM250 is drastically improved over the 1987 model. The new tank-and-seat combo provide the first flat-topped RM in history. The rider is free to move around more than last year, and this freedom exhibits itself most in the air. Standing up is less work because the rider isn't coming out of a hole in the seat, and getting forward in the turns is natural. Ride height makes the RM seem much taller than before, but it is a livable trade-off for the wider range of motion.

CARBURETION: Mikuni's new TMX carb appears on the Suzuki RM250. Drop one on the main, adjust the needle clip for your locale and live happily ever after. Crisp jetting. No plug fouling. Easy maintenance.

REAR WHEEL: Hooray! Bravo! Relief at last! Suzuki has dropped the nightmarish rear wheel adjusting system that required wrenches that wouldn't fit, cotter keys and two hours to work on. The rear wheel is now removed by a 24mm nut (although chain adjustment still takes a ten and 12mm wrench). Let's switch to 12s next year, guys! •

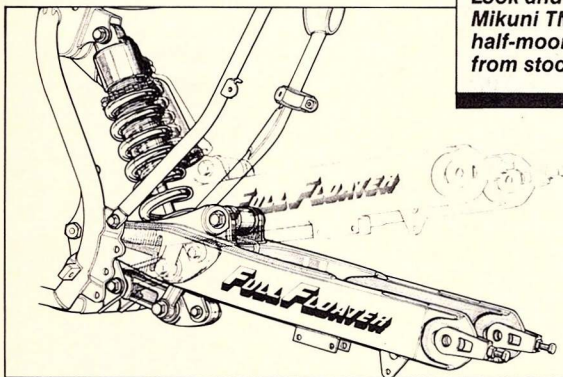
RM250

WHAT'S IN A NAME?

INSIDE THE FULL FLOATER

• Suzuki still calls their rear suspension the Full Floater, but in reality it is not the same design as the original 1981 Full Floater. Most experts agree that it isn't as sound a design as the original, but the same experts admit that when compared with the competition's rear suspension Suzuki still holds the edge.

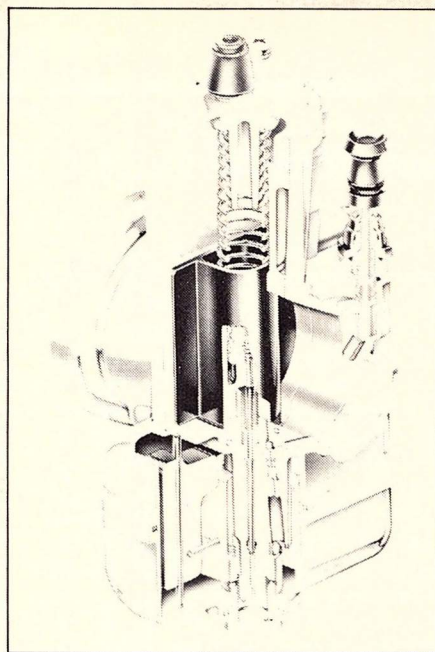
For 1988 Suzuki has a revised bellcrank and linkage system that incorporates increased rising rate at the end of the shock stroke. The increased rate makes the damp-



38mm HALF-MOON CARB INSIDE THE NEW MIKUNI TMX

• Suzuki has pulled a major coup by getting Mikuni to develop the new TMX carburetor. The RM250J features a 38mm version of the new small body, smooth-bore, half-moon slide Mikuni. The new Mikuni is 200 grams lighter than last year's flat-slide and has the smoothest, most turbulence-free bore of any motocross carb made. A special slide that is flat on one side and half-moon shaped on the other increases the TMX's ability to flow massive quantities of fuel and still have instantaneous throttle response. The TMX comes apart in one fourth the time it takes to break into the old-style Mikuni. Mikuni has finally fought back against Keihin. •

Look and feel: Suzuki installed a new Mikuni TMX carb this year with a very small half-moon slide. Drop the main down one from stock. ►



◀ **Part of the best:** The 1988 RM250 has the best rear suspension of any 250 this year. New linkage has an increased rising rate which delivers very progressive action.

ing become harder and suspension stiffer over big jumps. Rising rates are changed yearly and the return to increased leverage rates is confusing in light of the fact that most manufacturers had these same rates a few years ago and abandoned them for flatter or straight rates. The return is seen as a Supercross orientation by the suspension experts. •

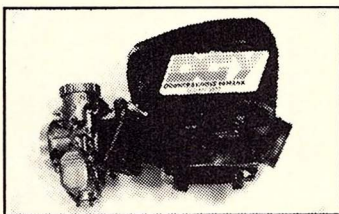


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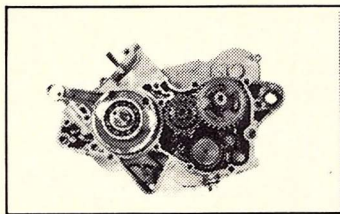
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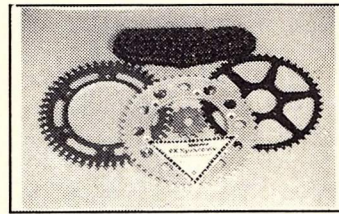
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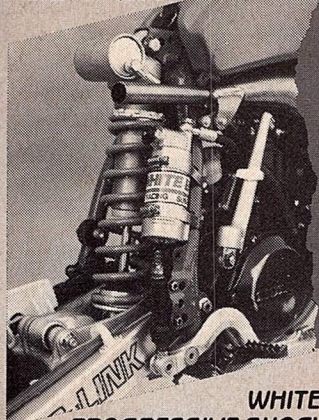
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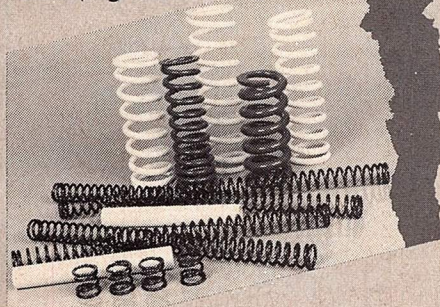
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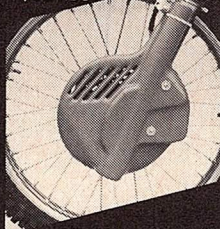
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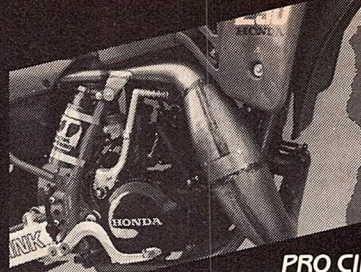
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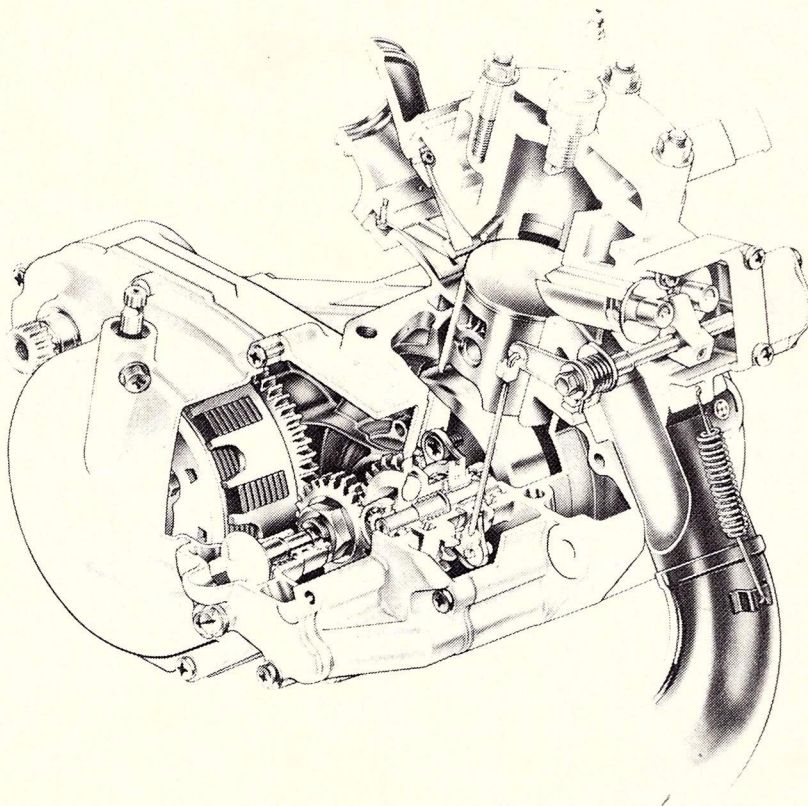
WHAT IS AETC?

INSIDE THE RM250J ENGINE

• Suzuki's two-stroke, water-cooled 246cc engine is equipped with three major developments for 1988. The aluminum cylinder is lined with a special boron coating that houses all new porting. The transfers have been raised one millimeter and the exhaust port has been redesigned into a special T-shape. Secondly, the Automatic Exhaust Timing Control (AETC) has been increased in size, and care was taken to ensure that the cylindrical power valves operate at their most efficient levels. Finally the 67mm bore and 70mm stroke engine has a new exhaust pipe and silencer combo that provide better power delivery and increased ground clearance.

Notable internal changes include head stay, polished shift forks, more clutch plates, mid to top ignition curve, re-cut gearbox dogs, less crankshaft mass, rack and pinion clutch mechanisms and 50mm lower radiators. • □

X-ray vision: Suzuki was responsive to complaints about the 1987 RM250 being too one-dimensional. Last year's low-end was traded for top-end. ►



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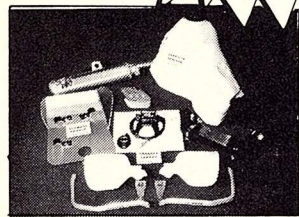
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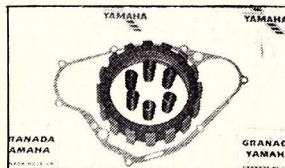
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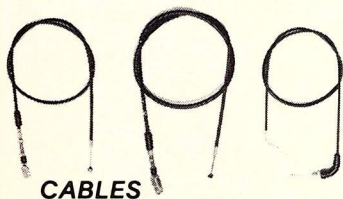
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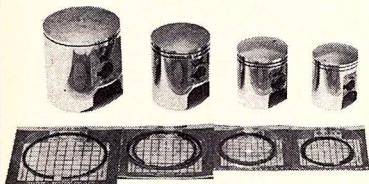
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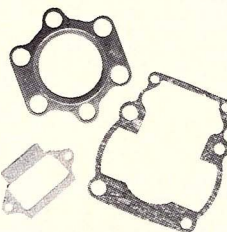
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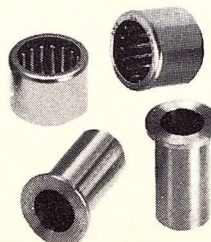
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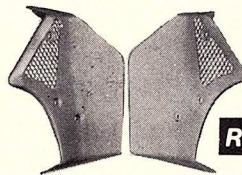


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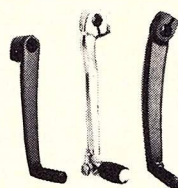
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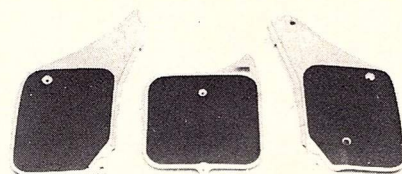
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GENUINE SUZUKI replacement levers.

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RM 125 (1981-88)	22.25
RM 250/370/400 (1976-83)	14.25
RM 250 (1984-88)	22.25
PE 175/250/400 (all yrs)	14.25

NUMBER PLATES

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PE 175/250/400 (all yrs)	12.95

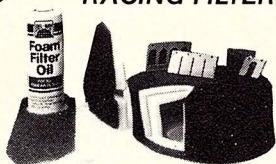
SIDE PANELS

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RM 100 (all yrs)	23.15 ea.
RM 125/250/370/400 (1975-85)	21.95 ea.
RM 125/250 (1986-88)	19.95 ea.
PE 175/250/400 (all yrs)	21.95 ea.

Please indicate right or left panel

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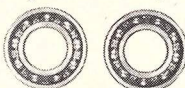
RM SERIES (1975-81) TWIN SHOCK . . .	\$13.95
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PE 175/250/400 (all yrs) . . .	12.95 pr.

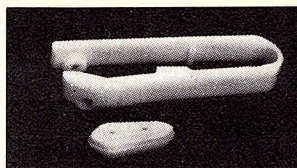
REAR	
RM 80/100 (all yrs) . . .	\$14.25 pr.
RM 125 (all yrs) . . .	13.95 pr.
RM 250/370/400 (1976-83) . . .	15.40 pr.
RM 250 (1984-88) . . .	16.50 pr.
PE 175/250/400 (all yrs) . . .	15.40 pr.

STATOR PLATE ASSEMBLY



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RM 125 (1979-88) . . .	95.85
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RM 250 (1982-88) . . .	99.45
RM 370/400 (1976-80) . . .	115.10
PE 175/250/400 (all yrs) . . .	89.95

CHAIN BUFFER SET

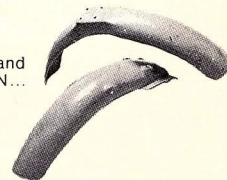


Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on year and model.

RM 80 (all yrs) . . .	\$12.95
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PE 175/250/400 (all yrs) . . .	41.95
REAR	
RM 80 (all yrs) . . .	\$25.95
RM 125/250 (all yrs) . . .	31.95
RM 100/370/400 (all yrs) . . .	42.95
PE 175/250/400 (all yrs) . . .	45.95

BRAKE SHOES

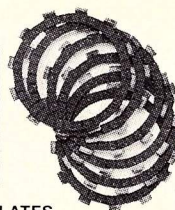


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RM 370/400/465/500 (1976-84) . . .	13.95 pr.
PE 175/250/400 (all yrs) . . .	13.95 pr.

REAR	
RM 80 (all yrs) . . .	\$10.25 pr.
RM 100/125 (all yrs) . . .	11.75 pr.
RM 250/370/400 (1976-80) . . .	16.65 pr.
RM 250 (1981-86) . . .	11.75 pr.
PE 175/250/400 (all yrs) . . .	14.95 pr.

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COUNTERSHAFT. Made from top grade steel, case hardened, over 60 Rockwell.	
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PE 175/250/400 (all yrs) . . .	11.95

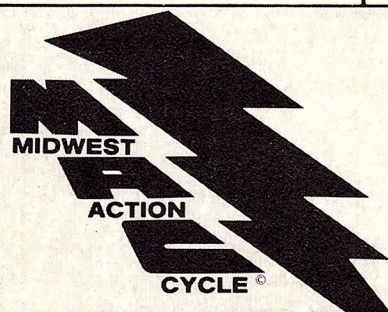
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BLACK LIGHTNING:	
ORIGINAL. Hardened alloy, light wt., bullet proof, wears twice as long as any sprocket on the market today.	
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RM 100/125/250 (all yrs) . . .	32.95
RM 370/400/465/500 (all yrs) . . .	35.95
PE 175/250/400 (all yrs) . . .	33.95

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RM 125/250 (1980-88) . . .	35.95

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RM 80 (all yrs) . . .	\$22.95
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DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best.	
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PE 175/250/400 (all yrs) . . .	35.95



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WORLD VETERAN CHAMPIONSHIP

DeCOSTER & MIKKOLA COME OUT OF RETIREMENT

This is what would happen if Rod Serling was the promoter

By Luc Verbeke

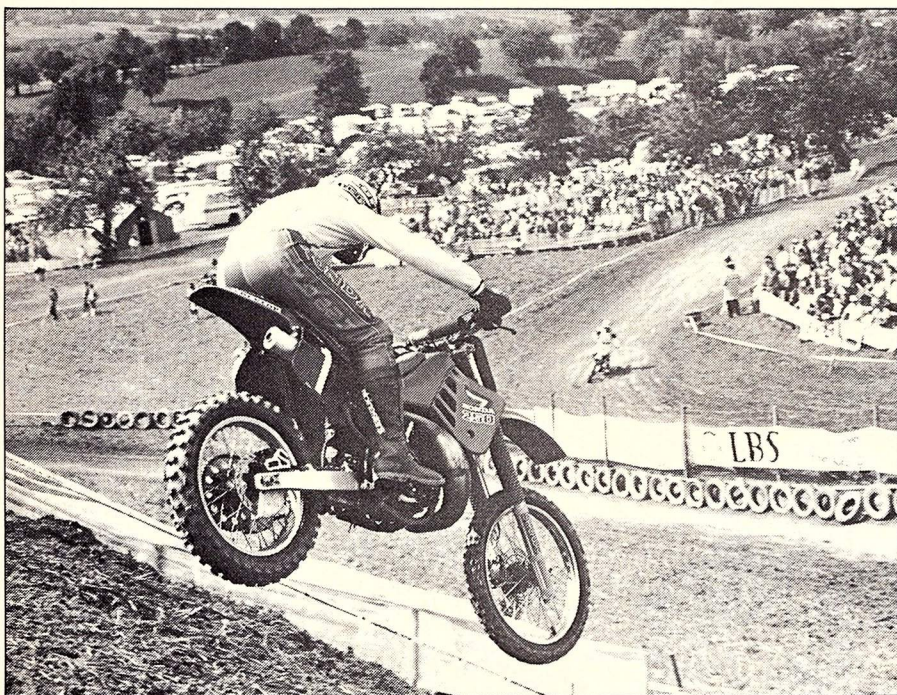
□ "I haven't ridden very much in the last few months," said Roger DeCoster as he adjusted his bike's throttle in the pits of Gaildorf, Germany.

"I've had too much work to do on my farm in Hyvinka to have been riding," said Heikki Mikkola, as almost 10,000 spectators gathered to watch 90 of the greatest names of motocross history do battle. Each rider told a story about how they hadn't ridden in months (or even years), and yet a quick perusal of their hands revealed callouses that can only be formed from throttle twisting. Aging bodies had obviously been spending time in the saddle in preparation of the third edition of the World Veteran Motocross Championship, and regardless of how much they denied training, their physical condition belied their words.

Pierre Karsmakers won the first World Veteran Championship in 1985. Roger DeCoster dominated in 1986, and now the over-30 circus had traveled to Germany for the 1987 event.



Time warp: Roger DeCoster (1), Hakan Andersson (5), Sigi Lerner (10), Christer Hammargren (8), Uno Palm (9) and Heikki Mikkola (2) sweep through Gaildorf's second turn. The best riders in the world showed up to race for the fun of it.



Still blazing: How fast is Roger DeCoster? With a month or two of training and practicing, the five-time World Champion would be able to run in the top ten of any race in the world. He hasn't lost the style that made him famous.

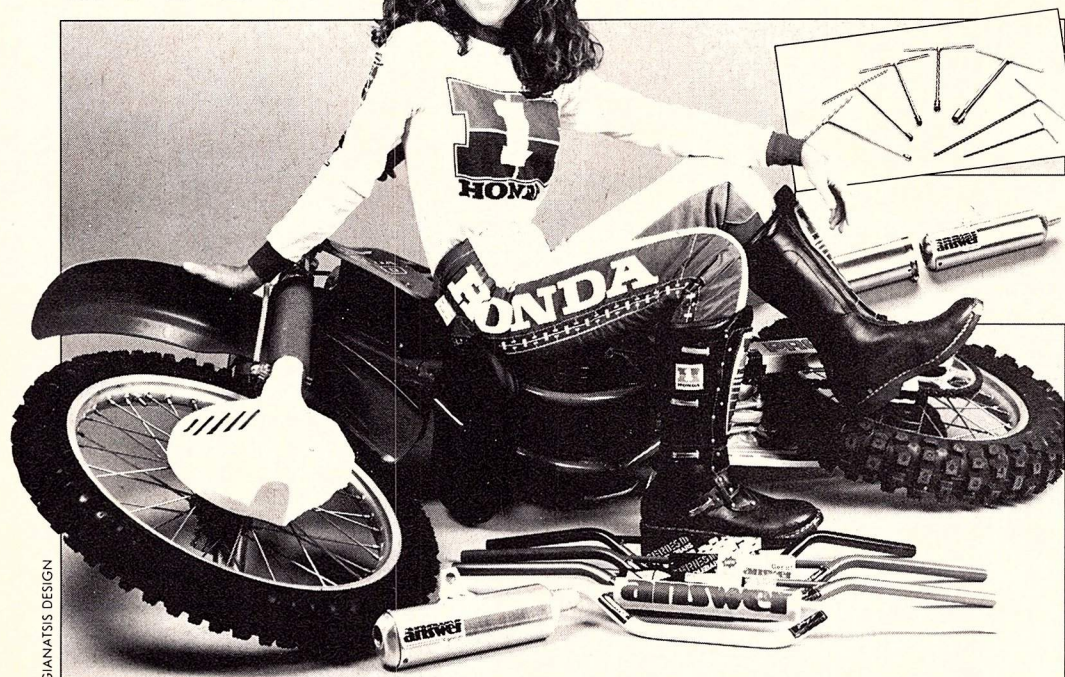
WHO WERE THE FAVORITES?

Roger DeCoster and Heikki Mikkola were the center of attention. The two rivals from the '70s had finished one-two last year, and each wanted to win this year. Mikkola brought a works Yamaha with upside-down Ohlins forks and a factory cylinder, and the Flyin' Finn looked as fierce and fit as ever. Hakan Andersson, 1973 250 World Champion, was also Yamaha-mounted. Shockingly, Guennady Moiseev arrived from Russia with past 250 World Champion Viktor Arbekov. They had driven 3200 kilometers in an old Skoda van. The two former World Champs had to be back across the border immediately after the race. Christer Hammargren, Vic Allen, Gilbert DeRoover, Uno Palm, Siegfried Lerner, Werner Schulz, Vlastimil Valek, Jeff Smith, Dave Bickers, Chris Horsfield, Victor Lahita and Karl Pilar were all dressed up and ready to ride.

Missing from action were: Joel Robert (who promised to show up but failed to arrive—just like the old days); Gerrit Wolsink and Sylvain Geboers (who were busy preparing the Dutch and Belgian teams for the Motocross des Nations); three-time 500 World Champion Paul Friedrichs (who the East German government refused

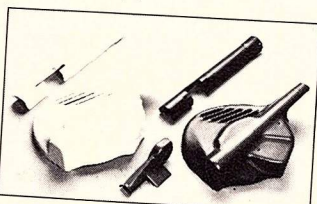
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CR60/80R	\$11.07 to \$17.14
CR125R	24.69 to 28.17
CR250R	21.56 to 32.72
CR450/480/500R	31.59 to 42.30

RINGS

CR60/80	\$5.64 to \$12.49
CR125R	11.37 to 12.36
CR250R	12.08 to 15.42
CR450/480/500R	13.60 to 18.13

Specify year and model, plus bore size:
Std-1st-2nd.

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(Specify F or R)

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CR125R	17.16 to 45.50
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CR250/450/480/500R	27.81 to 30.87

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Rear Sprocket, Sidewinder	\$49.95
Front Sprocket, PBI	\$7.95 to \$14.95
Rear Sprocket, PBI	\$29.95 to \$36.95
Tsubaki Chain 420	\$12.95
Tsubaki Chain 428	\$14.95 to \$19.95
Tsubaki Chain 520	\$32.95 to \$36.95
RK 520 Pro O-Ring Chain	\$54.95

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SHIFT LEVERS

CR60/80R	\$14.38 to \$18.60
CR125R	19.51 to 21.73
CR250R	20.20 to 36.29
CR450/480/500R	20.20 to 36.29

THROTTLE CABLES

CR60/80	\$4.50 to \$6.06
CR125	6.06 to 6.50
CR250R	6.30 to 8.06
CR450/480/500R	5.63 to 6.81

CLUTCH CABLES

CR60/80	\$4.86 to \$6.06
CR125R	6.95
CR250	6.41 to 7.75
CR450/480/500R	5.50 to 7.63

FRONT BRAKE CABLES & HOSE

CR60/80R	\$5.50 to \$6.70
CR125R/250R	5.62 to 6.83
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brake hose	34.59 to 37.19

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CR60/80R	\$8.85 to \$9.90
(Each seal & wiper)	
CR125	8.50 to 10.70
(Each seal & wiper)	
CR250/450/480/500R	8.00 to 10.00
(Each seal & wiper)	

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CR50/80R	(Each) \$4.15
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CRs, XRs, ATCs	\$16.60 to \$20.75
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T-HANDLE TOOL SET: The most versatile tools for working on your bike at home or at the track. Included are 8, 10, 12, 14 and 17mm T-handle sockets and a large and small Phillips T-handle screw driver. \$29.95

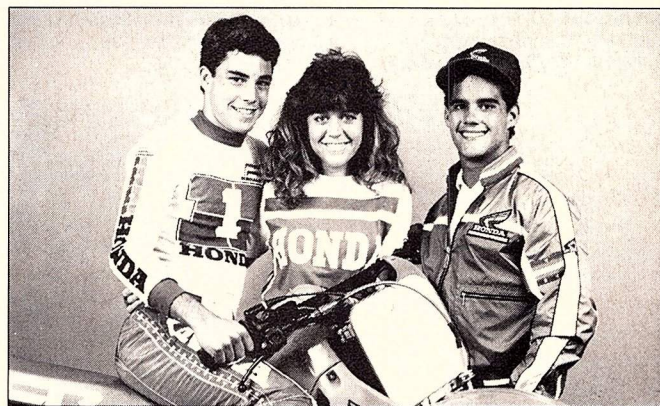
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Answer Products lightweight aluminum silencers are the favorite performance choice when it comes time to replace a stock Honda CR silencer or XR heavy steel muffler.

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WISCO PISTONS: We've got Wiseco Piston Kits for all model Hondas — both 2 and 4-stroke. Stock Honda Pistons are only available to 2nd oversize (.020"), but Wiseco pistons are available up to 8th oversize (.080"). Kits include rings, clips and instructions.

Wiseco Piston Kit	
CR60R/80R	\$29.90 to \$33.20
Wiseco Piston Kit CR125R	\$40.65
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Pro-Honda MX Vented Pants	\$119.95
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Pro-Honda MX Vented Jersey	16.95
Pro-Honda MX Solid Jersey	15.50
Pro-Honda Vented Gloves	29.95
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Pro-Honda Scratch-Resist Goggle	17.95
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Race Team Pit Jersey	24.95
Race Team Reversible Jacket	89.95
Race Team Sweater	38.95
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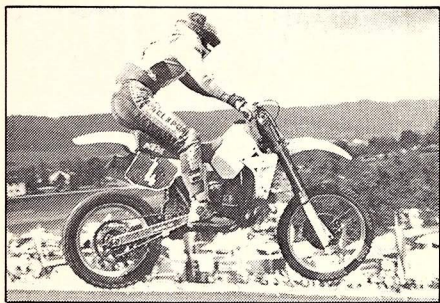
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WORLD VETERAN



Russian major: Guennady Moiseev brought 250 World crowns back to the USSR in 1973, '77 and '78. As a Major in the Russian Army, Moiseev teaches motocross schools in Russia. He is 38 years old.



Time travel: Back in 1973, Hakan Andersson (5) and Roger Decoster (1) were the reigning 250 and 500 World Champions. Who could imagine that 15 years later they would race against each other in a competitive and nostalgic race of epic proportions.



Czecho kids: Czechoslovakia sent a large team to the Veteran World Championships. As usual, the Czecho riders did well in the races, superbly in the beer drinking and phenomenally in the partying.

to allow to leave for the West); Adolf Weil (who was injured practicing for the race); and Sten Lundin (who was sick in Sweden).

WHAT DID THEY RIDE?

Competitive riders in the younger age group chose to ride new bikes, led by DeCoster, Mikkola, Andersson, Lerner and Moiseev on modern equipment from Honda, Yamaha and KTM. But in the older age group the equipment left the spectators wondering if they had stepped into a time warp from the *Twilight Zone*. Viktor Arbekov (44 years old) rode a CZ, Ove Lundell rode Bengt Aberg's 1978 Yamaha four-stroke, Dave Bickers rode his original CZ, Piet Visser brought his Greeves from Holland, and Triumph, Rickman, ESO, CCM, BSA, Matchless, Sachs, Heos, Monark, Greeves and Cheney were all represented.

THE OVER-40 WORLD CHAMPIONSHIPS

Most of the riders in the over-40 group chose to ride Czechoslovakian CZs because, to these riders, the race itself was more important than winning. Last year's Over-40 World Champion Julien DeRoover added a second plaque to his mantel by beating Vlastimil Valek (also CZ-mounted). Jeff Smith (ATK) and Viktor Arbekov picked up where they left off 20 years ago by trading third and fourth-place finishes with the former factory BSA pilot taking third

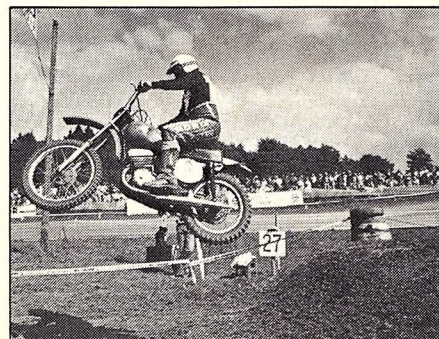


Something old: Heikki Mikkola (2) and Uno Palm (8) picked up where they left off ten years ago. The duel for Scandinavian dominance was again a Finnish victory, but the Swedes acquitted themselves well at the Vet World Championships.

place on the podium. Dave Bickers was fifth, and Joel Robert's original CZ factory mechanic, Victor Lahita, was dead last in both motos on a 1962 CZ. Victor was the only rider to stop for a beer during both motos.

THE OVER-30 WORLD CHAMPIONSHIPS

Sigi Lerner holeshot the first moto of the 30-and-Over age group with Hakan Andersson, Roger DeCoster, Uno Palm,



British squadron: Dave Bickers showed up on a pre-'70s CZ twin-piper. Bickers was 250 Champion in 1960 and 1961 before the deuce-and-a-half class was given World title recognition. Suspension travel? Don't ask.

Christer Hammargren, Willy Verhoeven and Heikki Mikkola in hot pursuit. By the second lap Roger had powered his 250 Honda into the lead and appeared headed for an easy win. It was not to be.

Heikki Mikkola, the only man to break Roger's string of 500 World Championships back in 1974, started a strong mid-race attack that ended in a terrific last-lap duel that DeCoster barely came out of on top. Gilbert DeRoover (the former 125 Zundapp racer), Uno Palm (Husqvarna star of the '70s) and Emiel Luytens (former Belgian GP rider) filled out the top five.

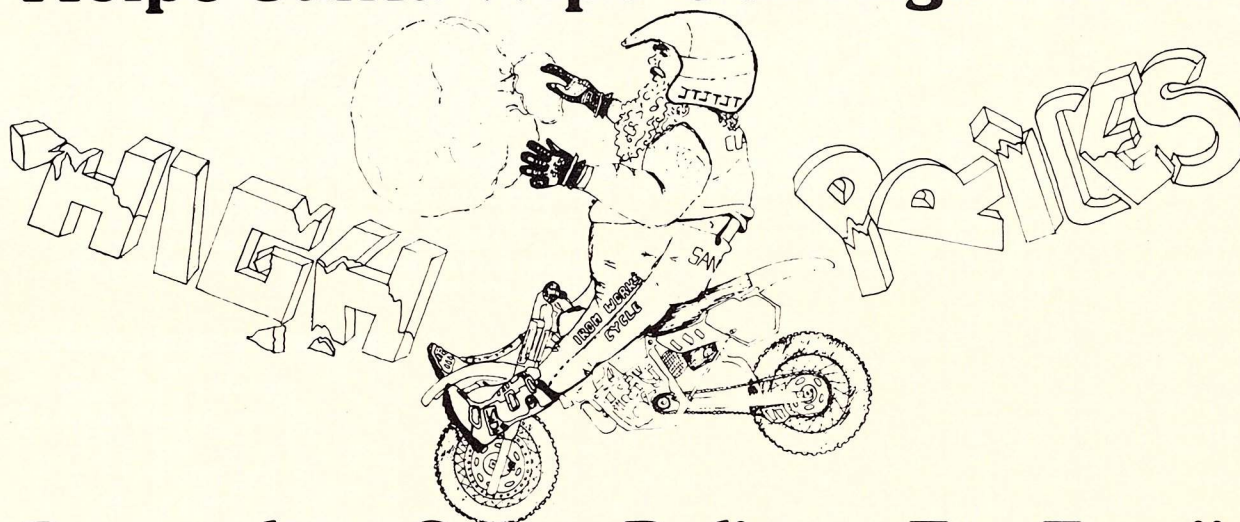
Roger knew that no one had the guts, fortitude and determination to win like Heikki Mikkola. The Finnish farmer was once the most fierce racer on the Grand Prix circuit. At the World Veteran Championship, DeCoster would have to reckon with the hard-charging Finn for about the thousandth time in his career. Could he do it?

DeCOSTER HOLESOTS THE SECOND MOTO

Roger attacked the starting gate and immediately pulled out to a 12-second lead over Uno Palm, Guennady Moiseev and Hakan Andersson. Mikkola was mired in the pack on the first lap, but soon displaced the pretenders to the throne and pulled up on Roger's rear fender. Within half a lap of catching the five-time World Champion, Mikkola blasted past to take the lead for the

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WORLD VETERAN



Red Square: Surprisingly, the Russian government allowed Guennady Moiseev and Viktor Arbekov out of the Soviet Union to race the Veteran race. Arbekov hadn't been seen since 1968. He was 250 World Champion in 1965.

first time. Mikkola wanted to win the Championship, and DeCoster didn't want to lose it. The result was a classic battle, with Roger attacking and Heikki throwing caution to the wind. Starting into the last lap the two stars were welded to each other's fenders, with DeCoster applying the pressure in massive doses. And the Finn cracked, losing his front wheel for a split second. Roger romped on by and off into the record books

with his second consecutive World Championship (he was second in 1985).

After the race the two stood side by side with big smiles on their faces. Retired from active racing, the fire within them burns no less brightly. Mikkola leaned over to DeCoster and spoke softly in his ear. Did Mikkola say, "Great race, Rog" or "Congrats, buddy"? No. Heikki said, "I'll beat you bad next year!" □



The victors and the spoils: On the victory podium the winners of the two age groups enjoyed the attention of the 10,000 German motocross fans. (Standing from left) Heikki Mikkola, Roger DeCoster and Uno Palm. (Sitting) Vlastimil Valek, Julien DeRoover and Jeff Smith.

JOHNNY STRIJBOS

THE MAN BEHIND THE IRON MEN OF MOTOCROSS

• The name Johnny Stribos is a statement in European motocross. The Belgian importer of Arai helmets, Scott goggles and Sinisalo clothing, Stribos is the spiritual father of the World Veteran Championship. Talking with Johnny Stribos is talking with a man who's been in the motocross business for more than 28 years.

MXA: How did the World Veteran Championship come to be?

Stribos: I was already working in motocross for several years, but in 1971 I met Roger DeCoster, and we both started doing business together in Louvain. I worked with Roger on the GPs for four years, and from 1978 until 1982 I managed Team Suzuki in Europe. I worked with Joel Robert, Brad Lackey, Andre Vromans and Eric Geboers. When Roger DeCoster left Europe in 1980 to start working in the United States for Honda, I had already dreamed about the idea of bringing the old stars together in one big race. But from a dream to its realization, it was a long way, because I was very busy at that time, too, and I couldn't find time to organize such a big event. I always told myself, "When I do it, I'll do it well." In the beginning I faced enormous trouble finding where all the riders lived after they finished their careers. As soon as I found all of them, I started to call around to see what they thought about it. Roger DeCoster was definitely the rider I wanted to have at all cost. But Roger agreed immediately and so did the others.

MXA: The first two races were at Lommel, Belgium. Why did you move to Germany?

Stribos: First, by demand of the riders. Second, because many promoters asked me if there was the possibility of holding the races all over Europe so every country would get a chance to see all the old GP stars once again. Third, most of the riders complained about the track conditions in Lommel. They were not in shape anymore to ride in the deep sand on their old machinery.

MXA: The World Veteran GP has changed in a more competitive way. How do the riders prepare themselves now?

Stribos: Some of them take this race for a real World Championship event. They prepare themselves like maniacs. I feel good when riders such as DeCoster or Mikkola come to me and complain about little things. Then I recognize them immediately as the racers from the good old days. They transform themselves from quiet businessmen to Rambos. For me, the most important thing is that everybody tries to participate. Being there is more important than winning, although some riders won't agree with what I'm saying here.

MXA: What's the future for the World Veteran Championship?

Stribos: There is a big international interest for next year. Italy and France are candidates for the event. France has the

1987 WORLD VETERAN CHAMPIONSHIP STANDINGS OVER 30

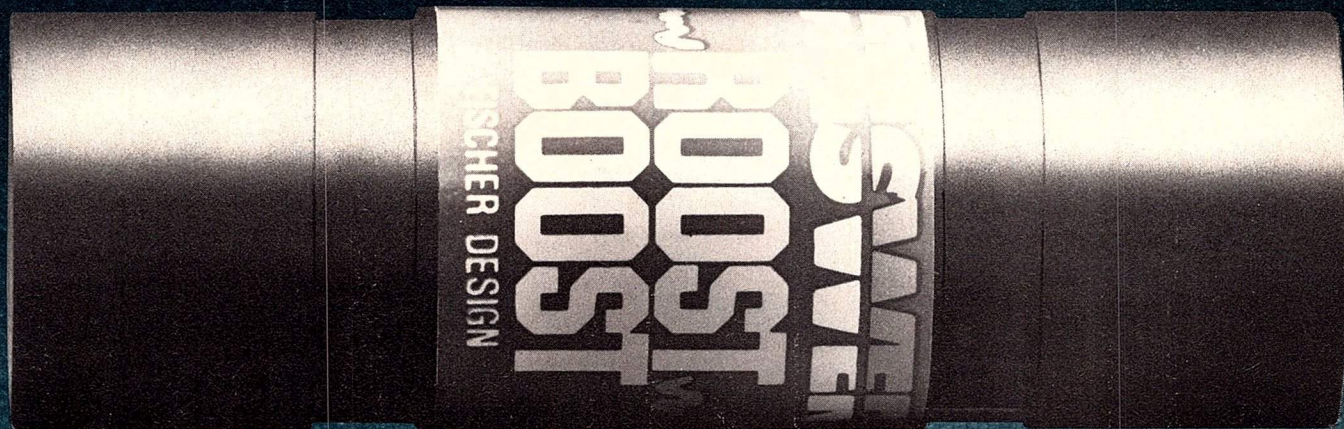
1. Roger DeCoster (Hon) 1-1
2. Heikki Mikkola (Yam) 2-2
3. Uno Palm (Hon) 4-4
4. Gilbert DeRoover (KTM) 3-9
5. Guennady Moiseev (KTM) 10-3
6. Hakan Andersson (Yam) 7-5
7. Erniel Luytens (Hon) 5-8
8. Sigi Lerner (KTM) 6-9
9. Vic Allen (BSA) 9-6
10. Werner Schulz (Mai) 8-10

OVER 40

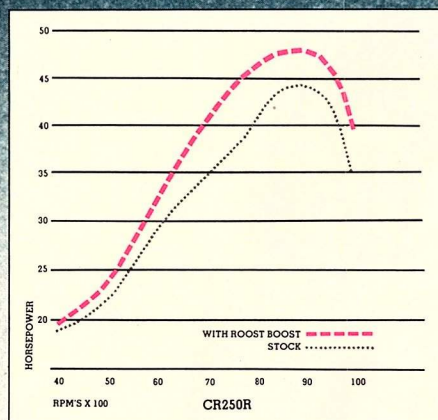
1. Julien DeRoover (CZ) 1-1
2. Vlastimil Valek (CZ) 2-2
3. Jeff Smith (ATK) 4-3
4. Viktor Arbekov (CZ) 3-4
5. Dave Bickers (CZ) 7-5
6. Karl Sommerbauer (CZ) 10-6
7. Josef Chara (CZ) 9-7
8. Gerhard Dreisilker (Heo) 8-8
9. Chris Horsfield (BSA) 5-D
10. Ove Lundell (Abg) 6-D

best possibility, and some fans have advised me to organize the race on the same weekend as the MX des Nations (on Saturday before the MX des), but I have to think about that because guys such as DeCoster, Wolsink and Mikkola are all involved with the management of their countries' teams, and I think they won't do a good job when they prepare for their own race. For next year I will try to get some American riders, too. I was thinking about Tony DiStefano, but we'll see about that in a few weeks. Now I'm going to try to catch up on some sleep, because for the last four days I've been busy for 24 hours a day. Here is an interesting detail; did you know that during this weekend, more than 28,000 liters of beer, 8000 bratwursts and 12,000 roasted chickens were sold in the big tent on the track? After the race, everybody got terribly drunk, even the "big names." It was just like the good old days. . . •

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NATIONAL FERVOR

WORLD SERIES OF MOTOCROSS

Johnson goes to Holland to pitch a shutout in the first inning

By Luc Verbeke

□ Is there room in motocross for nationalism? Jingoism? International politics? It certainly seems that everywhere an American rider goes, the honor of the United States is at stake. European promoters are so desperate to get Americans to ride their races that sometimes they sign up U.S. kids who couldn't make the top 20 at a National. It is even assumed that these no-name riders are approached by the Euros because they are beatable by the European riders. After seven straight Motocross des Nations victories by the U.S. team, the European press, teams and riders are naysaying American domination. They claim that only the GPs count, that the Euros don't try at the Motocross des Nations, that Europeans in America are always on holiday, that the moon was in the wrong phase and everything from childbirth to American-style tracks (even in European countries) is used as an excuse for why they lose.

WHO'S REALLY ON TOP?

Except for the British, the world admits that the American riders are on top of the heap. The British won't admit it until the sun sets on the empire (they also won't admit that the sun set about 40 years ago). But the real answer to who's tops now will never be answered. There are always excuses, reasons and alibis (for us as well as them). In an effort to shed a little light on who's really the fastest, a new motocross series was started in Europe. It is called the World Series of Motocross.

WHAT IS THE WORLD SERIES?

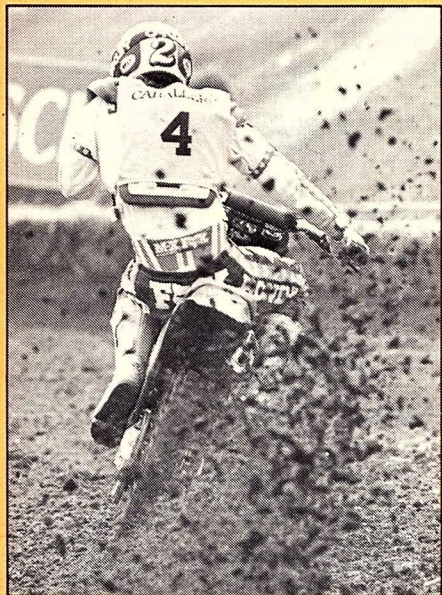
The World Series was a very good idea that (for a time) turned sour. Originally, the idea was to produce a totally new series of outdoor and Supercross events on both the European and American continents. Each major team would send its best riders to the World Series events, and in the end the best riders would earn the ultimate title of World's Fastest!

But things didn't go smoothly. The American teams couldn't come up with the

◀ **Back and forth:** Holland's Peter Dirckx leads American rider Tyson Vohland in the first round of the World Series of motocross held in Nijmegen, Holland. Tyson was the second-highest placing American, as he conquered the mixture of artificial and natural track surfaces to finish third.



Wood cross: Sheets of plywood were covered with carpeting to make a unique uphill section in Goffert Stadium, but the riders roosted the carpet off and contended with the lumber after the heat races. Jan van Poppel (44) chases Cherard Scholten (47), Bengt Kumlín (24) and Addle Janssen (41) through the bleacher seats.



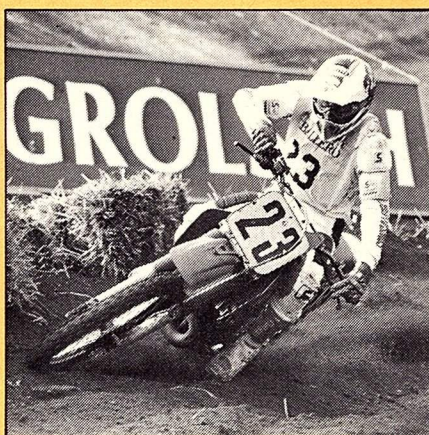
World's best: Ricky Johnson (4) followed his overall victory at the Motocross des Nations with an impressive win of the World Series event in Holland. Johnson is signed on at Honda as the sole 250/500 rider in America for 1988. He's all they need.

necessary bucks to send their riders across the pond for a new racing series. Finding major sponsors for the proposed American rounds of the World Series was difficult, and the European team managers wanted nothing to do with having their top riders meet America's top riders.

Luckily, the World Series didn't collapse. Some of the world's top television networks (ESPN in America, Veronica in Holland and RAI in Italy) all invested time and effort into the idea. The European promoters of the World Series concept found a few top riders



Almost a hero: Eric Geboers (2) gives the fans a Ricky Johnson imitation on his way to second place at the first round of the World Series. Geboers could have won, but RJ came from last to first in typical banzai fashion.



Second best: Peter Dirx has been touted as the new Belgian superstar but has been slow in grabbing the cloak of fame. At the World Series he was the second-best Euro rider (behind Geboers) with a sixth-place finish.

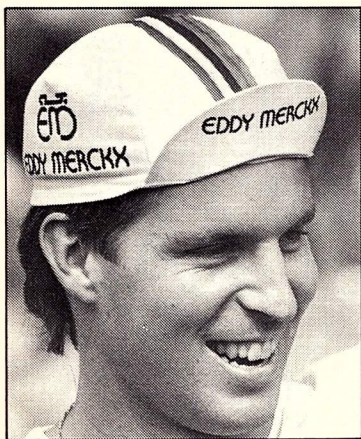
who thought the series was worth putting their bodies on the line. And while the World Series isn't the grand idea it once was thought to be, it is at least off and running. If it takes off it might become the real World Championships.

WHAT'S THE PROPOSED SCHEDULE?

An ambitious race schedule was set aside for the 1987 World Series. The first race was the Dutch Supercross Championship in Nijmegen, Holland. It will be followed by an outdoor race in Maggiora, Italy; beach race in Scheveningen, Holland; Bologna Supercross in Italy, and two proposed American races in January of 1988.

ROUND ONE AT NIJMEGEN

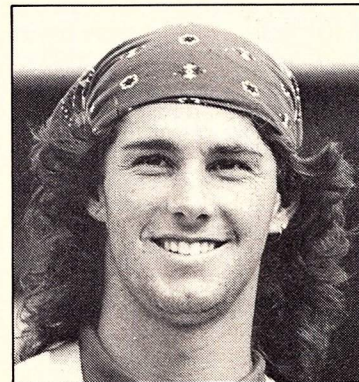
Over 27,000 spectators showed up for the Gerrit Wolsink-promoted Dutch Supercross. Originally held in Amsterdam a few years ago, Wolsink moved the event to Gofert Stadium in Nijmegen. Wolsink was able to get terrific rider support, which included



Alley Oop or Eddy Merckx? "I got up in the last place and rode like a caveman," said Ricky Johnson who dressed appropriately for the Velodrome Supercross. Caveman or Superman, Rick was awesome as always.



Parade lap: 1987 125 World Champion John Van den Berk, '87 250 Champ Eric Geboers and '86 125 Champ Davy Strijbos toured the stadium in the back of a convertible to the roar of the Dutch crowd. Seventh, second and 12th were the best the Euro heroes could do.



Captain Hook and Tinker Bell: Micky Dymond came to Holland dressed like a pirate, but crashed back to 11th at the finish. Everybody crashed at Nijmegen except third-place finisher Tyson Vohland. Dymond is riding out his Honda contract before switching to Yamaha for 1988.

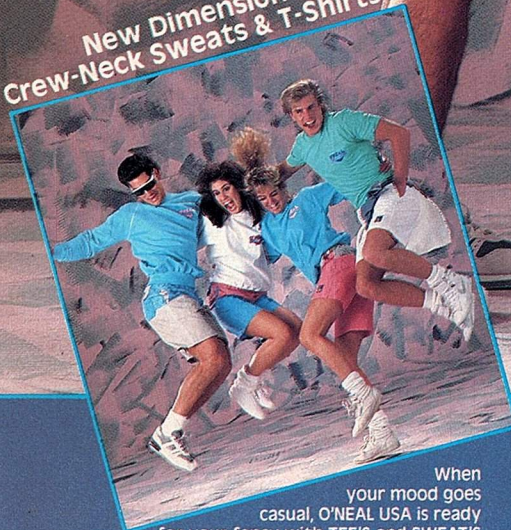
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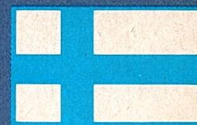
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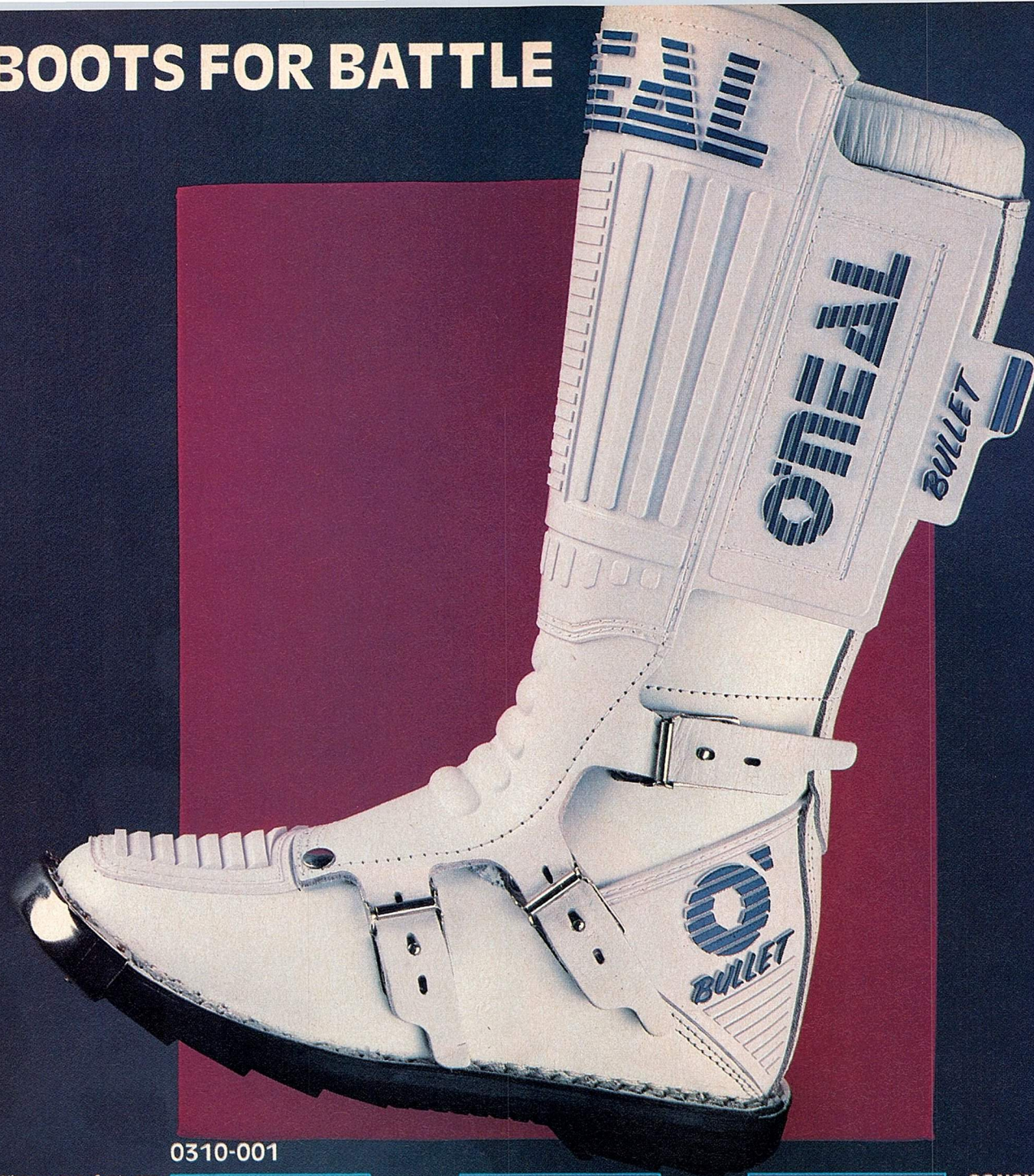
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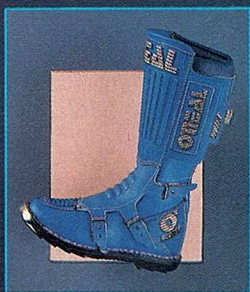
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BOOTS FOR BATTLE

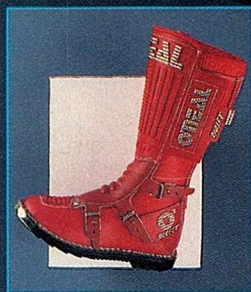


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Eric Geboers, John Van den Berk, Davy Strijbos, Rick Johnson, Micky Dymond, Rick Ryan, Mike Fisher, Keith Bowen and Tyson Vohland.

Will we actually see a World Series event in America? Probably not, but the time has come for a true World Championship that pits the world's best against America's best. Then all the questions will be answered (except maybe in England). \square

(After one of seven events)

- | | |
|--------------------------------------|-----|
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| 6. Peter Dirks/Hon | Bel |
| 7. John Van den Berk/Yam | Hol |
| 8. Leo Combee/Kaw | Hol |
| 9. Leif Niklasson/Mai | Swe |
| 10. Mike Fisher/Kaw | USA |
| 11. Micky Dymond/Hon | USA |
| 12. Dave Stribos/Cag | Hol |
| 13. Gert-Jan Van Doorn/Cag | Hol |
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41st MOTOCROSS des NATIONS

WORLD TEAM CHAMPIONSHIPS COME TO AMERICA

Unadilla rains & America reigns



■ **Moment of truth:** Bob Hannah (3) and Dave Strijbos (45) waged a duel of death in the second moto. Hannah passed the young Dutchman, was repassed, and then pushed Strijbos until he crashed. Hannah went on to win the 125 Class, moving the United States into a tie with the Belgians.

Mudfest: Getting a good start in a mud race is crucial. Kees Van der Ven (43) leads Rick Johnson (2) Kurt Nicoll and Jeff Ward (1) at the start of moto three. Only Johnson was able to pass the flying Dutchman.

By Todd Smith

□ The Motocross des Nations has been an annual event since 1947 to determine which country has the best motocrossers. The first 34 years were dominated by Great Britain, Belgium and Sweden. Since 1981, the race has been strictly an American affair, with teams of flashy youngsters showing the world they are the best.

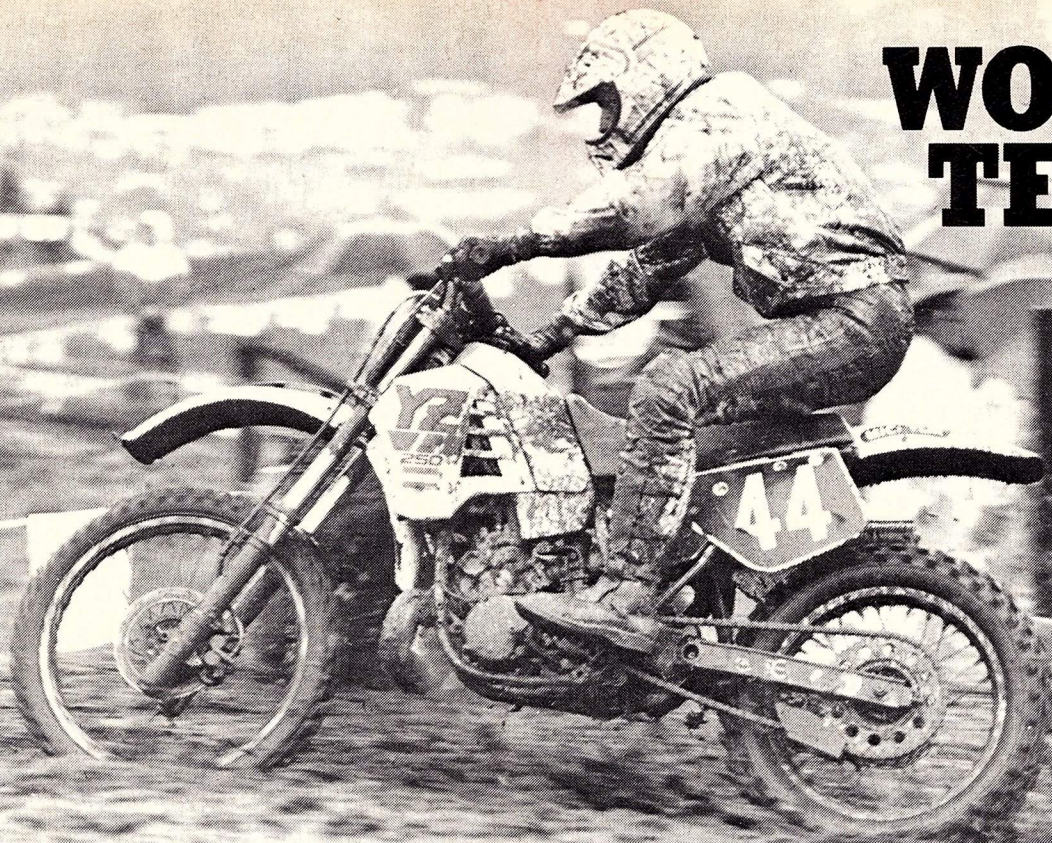
After six years of traveling overseas to put on their show, Team USA finally got the chance to display their stuff to the American public. The same public that was responsible for the financial support to send them overseas when the AMA wanted nothing to do with the idea.

The only drawback to racing at home was the increased pressure to win again. The

pressures were off the foreign teams, and there was even talk of the possibility of an upset. In addition, controversy over the selection of Bob Hannah as the 125 Class rider increased the burden the team would have to bear. In the end, however, the team (which includes the American public) reigned victorious, winning its seventh straight crown.



WORLD TEAM



◀ How muddy was it? When a pre-winter storm moved into New York, bodies chilled, bikes seized and everyone got wet. New Zealand's Darryll King does his best Al Jolson imitation as he struggles through the thick mud.

First-time flier: Prior to the Motocross des Nations, 125 World Champ John Van den Berk had not raced a 250. This season John rode extremely well, despite the conditions, to finish third overall in the 250 Class. The Dutchman is now a leading contender for the 1988 250 World Crown.

RICK JOHNSON'S STORY

A GIANT WEIGHT HAD BEEN LIFTED

• "The first moto was the 125/500 Class, which I watched from near the announcing tower. I knew that we had a strong team, so my only worries were about the rain. The Europeans, especially the 500 Class guys, had been racing in mud all year, and it was definitely to their advantage to have the rain continue. I thought that the biggest problem would be to avoid the little mistakes which happen in mud races.

"I got a bit nervous when Jeff had his goggles knocked off; I knew it would be tough for him to pass without them. I got real nervous when Bob got bumped going up Screw-U. They both put on good shows and, fortunately, they were able to gain enough points to keep us right in there. I wasn't concerned about their riding skills, because I knew they would do the job."

MY TURN

"My first moto was about an hour after the start. The rain had let up a little, but the track was a gooey mess. I had a decent start and was about fourth, and I went for the lead right away. I passed a couple of riders in the back section, and then I took over the lead from Van den Berk at the top of Screw-U. I had to concentrate very hard, more than usual, because it would be very easy to



Planning strategy: After practice on Saturday, Jeff Ward and Rick Johnson compared notes on the location of hot lines. Their strategy was ruined by the overnight rains which washed away the once-good Unadilla lines.

lose it in the mud. I just kept going fast, trying to discourage Eric Geboers. The crowd was great. Their cheering helped keep me motivated. There is nothing worse than be-

ing wet and cold and racing in the mud, so the crowd was very important. I was pumped when I crossed the line and found that Bob had won the 125s, and that we had tied it up!"

A WIN WILL DO IT

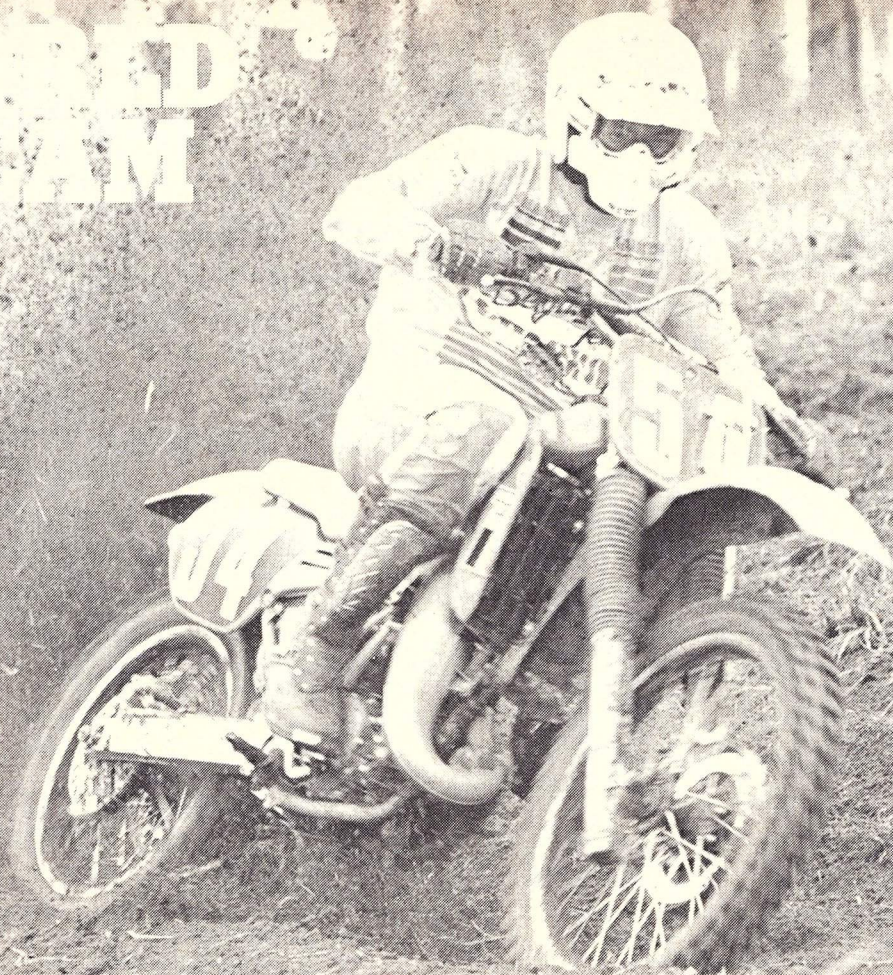
"The pressure was really on us for the third moto. We needed to win to keep the Unadilla crowd from killing us. I didn't want to lose at home, and I was concerned about those little mistakes. I got another fourth-place start behind Van der Ven, Ward and Van den Berk. I passed Van den Berk before the second turn, and then Jeff and I bumped in the sweeping second turn. I saw Jeff look over, and then he backed off and let me by. It was a good move on his part, because Geboers was banging into me from the other side.

"I got away from Geboers and went after Van der Ven, who was in front but riding kind of sloppily. I hounded him and kept banging at him. He bobbled and I made my pass and took over first. From there on it was the mental strain again, just concentrating and making sure not to goof up."

A CHECKERED FLAG AND THE TITLE

"It was great to come around on the last lap and hear the chants, 'USA, USA,' but the pressure was still there. When I crossed the line, it was like a giant weight had been lifted off my shoulders. I was ecstatic, it was a great relief and a great feeling to have won again, and at home!" •

WORLD TEAM



Third wheel: Belgian Marc Velkeneers was overshadowed by his two World Champion teammates, yet was more consistent. Marc rode smooth and steady to score two thirds in the 125 Class, keeping the Belgians in the hunt for the World Team Championship.

BOB HANNAH'S JOURNAL

IT WOULD HAVE BEEN EVERYBODY'S BUSINESS

• "I like to race at Unadilla, and since the race was being held there, I naturally wanted to be on the team. At Daytona I told people from the AMA that I'd ride a 125 or an 80 just to be on the team. I figured it was a real long shot. I really didn't expect to be picked. I told Larry Maiers that I was going to put on a campaign to get picked, and he laughed. He said I would have to win four or five Nationals to get on the team, and I thought, "Yeah, there goes that idea." But the public got me on the team; they wrote a ton of letters to the AMA and that is what got me in!"

DECIDING WHAT TO RIDE

"The AMA decided I would ride the 125, which is what I said I would ride, but I wanted to get it changed. I really wanted to get it switched so I could ride the 250. It wasn't a problem with the bike, it was that I hadn't raced a 125 in five years. Once I found out that I had to ride a 125, I went to

work, and I worked up until the day of the race."

ONE WEEK TO GO

"I went to Philadelphia, Pennsylvania, on Monday to practice at a friend's sand track. I had raced a few local races in Idaho and was confident in the bike. I had planned to spend two days there to do final testing, and then I was going to go to Bevo Forte's house to meet Rick and Jeff. We were going to practice as a team there, but I never made it.

"Roger (DeCoster) wanted me to go to Bevo's, but I'd had parts shipped to Philly, and wanted to put them on the bike and get it dialed in. I went straight from there to Unadilla on Thursday night. I took Friday off and prepared for Saturday's practice."

AT THE TRACK

"I got to the track about 7:00 a.m. I was really nervous and worried; you either win and you're a hero, or you lose and you're worthless. I wasn't worried about Rick or Jeff; I knew they'd do the the job. It was *my* performance I was worried about! After practice, I was more confident—the bike worked great, the track was perfect and I couldn't wait to race."

RACEDAY

"The team went over strategy about lines and stuff on Saturday, but the rain changed that. We decided to wait to go out during the second practice to keep from thrashing the bikes and to see what kinds of lines would develop. The mud was pretty bad, but it suited me fine. It definitely evened things up for the Euros; they had been racing in mud all season."

FIRST MOTO

"I got a good start—top ten—and quickly moved up to fourth. I came around to the Screw-U [a very steep downhill/uphill U-turn] and, Mr. Hillclimber that I am, was swappin' side-to-side, trying to get up the hill. I got about five feet from the top when somebody bumped into me. It was just enough for me to lose momentum and keep from making it. I jumped off, thinking I'd be able to push the stinkin' thing over the top, but there was no way, the mud was like glue. I struggled and finally got it turned around, and ran it back down the hill.

"The second time, I got halfway up the hill before some guy on a 500 hit me. I went back down and tried again, and finally made it. I was now in last place. I had my



Ride of a lifetime: There was a great deal of controversy over the selection of Bob Hannah to Team USA after his dismal 1987 results. Bob silenced his detractors by taking the overall win in the 125 Class!



Sense of humor: Bob Hannah had these pants made up for his first race on a 125 in five years. "I had these made because there aren't too many people who remember that I was once the 125 National Champion."

work cut out for me, so I just started haulin' butt. I couldn't see anything. I just kept passing and ended up ninth overall and fourth in the 125 Class."

THE PRESSURE BUILDS

"We had about an hour between motos, so I tried to relax and not feel too pressured. But there was a lot of pressure. We were behind the Dutch and Belgians by three points and had to beat them to gain ground.

"I never used to get beat, and you learn to accept it when you do. There is no pressure on me to win a National or whatever, but as part of a team, you feel pressure. I didn't want to be the cause of our losing. If I lose a regular race, it is nobody's business, but at the Motocross des Nations, it would have been everybody's business."

BACK INTO THE MUD

"I got another top-ten start and was second in the 125s. I got past Bayle on the third lap, and then he repassed me but pulled off the track soon after that. Strijbos then came up, and the two of us went at it for several laps. He passed me and was really pushing. I said to myself, 'I hope he falls off, because I don't want to go much faster.' I was at the point where everything felt right, and that going any faster would mean trouble. Well, just as I said that, he fell! He lost the front end in the mud on the back straight and went over the bars.

"After that, I passed Van den Berk for third. I saw Geboers and let it hang out trying to catch him, but then I said, 'Hey, you're leading the 125s, forget him.' So I laid off, but you can't ride mud conservatively.

"At that stage of the race, the pressure started to build. It is so easy to screw up. I was concentrating very hard and didn't dare wave to the crowd. There was one guy standing on the edge of a berm down back with a Bob Hannah stand-up poster on a stick. He was right on the edge, and I ran over his feet. I wanted to wave, but I was afraid to take my hand off the bars!"

FUN NONETHELESS

"Even with the conditions and the pressure, I still had fun. It was a challenge trying to get through the ruts in one corner and on to the next. I had to think about every corner. I couldn't memorize the track, because it would change every lap. It was fun riding all out with my feet flappin' about. I used my feet like skis to get around the track—it was fun! I guess I really owe it to my goggles. I never took them off. I used two tear-offs over the Roll Offs, and they lasted the whole race. It wouldn't have been as much fun with mud in my eyes." •

WORLD

JEFF WARD'S WEEK

IT WAS NERVERACKING

• "My injuries finally healed at the end of the season, and I was able to get back into my training program at full intensity. My ankle, tail bone and ribs had set me back, but now I was healthy and ready to race."

"I went to Bevo Forte's place with Rick Johnson the week before the race to do some practicing on terrain similar to Unadilla. Bob Hannah was also supposed to practice with us, but he never showed up. Rick and I spent the week training and riding. It was fun to kick back with Rick, who is normally the competition, and concentrate on beating the Euros."

DEVELOPING RACE STRATEGY

"We didn't have any strategy other than where to start on the gate and to make sure we didn't knock each other down. We couldn't really develop much on the start since we didn't know what type of format would be used. We expected a two-row start, but we ended up having all the riders on the gate at the same time."

"On Saturday we worked at picking the best lines. Our whole crew (team managers, mechanics, Roger DeCoster) helped us develop the best lines around the various parts of the track. Rick, Bob and I compared our different lines, looked at videotapes of where we had gone and came up with some pretty hot lines."

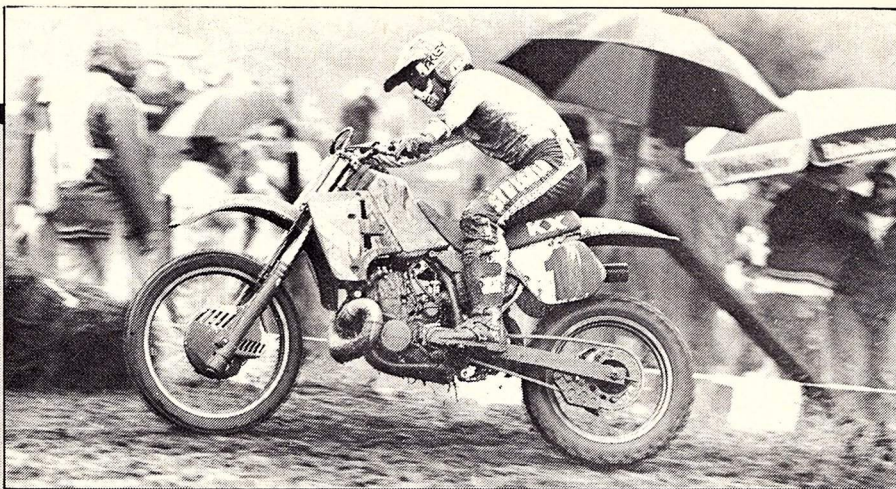
"Unfortunately, it rained all night on Saturday, which shot all of Saturday's work out the window. The rain had turned the track into one continuous mud bog. It was now anybody's race. The strategy became 'keep it rolling.' The one thing you didn't want to do was slow down or stop and get stuck!"

A WALL OF MUD

"I almost had the holeshot, but I had to shut off to avoid hitting a couple of guys who had cut under me. I would've been about third or fourth, but when I came off the grass start area, it was like hitting a wall of mud. The mud hit me right in the face and knocked my goggles down around my mouth. I tried to pull them back up, but by the time I did, they had filled with mud, so I pulled them off. That is not something you want to do in a mud race, but I had no choice."

MOVING THROUGH THE PACK

"While I was playing with my goggles, I got passed by a half dozen riders, so by the time I got through the second turn, I was in tenth place. I put my head down and tried to do my best to pass. At the end of the third lap, I had worked up to fourth. Passing was tough without my goggles. I couldn't just pull in behind and pass when I wanted. I had to try to blast by them to avoid the roost."



Weight training: Jeff Ward is regarded as one of strongest American motocrossers. The diminutive Californian needed all his strength to keep his heavy, mud-laden KX500 upright. Jeff muscled his way to two third-place finishes for second overall in the 500 Class.



Time to laugh: After winning the United States its seventh MX des Nations title, Jeff Ward and Rick Johnson were able to relax and laugh. During the day, however, the pressure to win was intense, and few smiles were to be seen. We almost lost. It was extremely close.

MAKING A RUN AT THE LEAD

"After a few more laps, I passed Jobe for second place. I quickly closed the gap on Van der Ven and tried to pass him. I took an inside line in a tight turn and was almost past him when my front wheel disappeared in the mud. I fell over, and by the time I picked the bike up and got going, the leaders had gained a lot of time on me."

NEW LINES SUDDENLY APPEAR

"They were running pretty well, and I just couldn't seem to make up any time. I was losing time, and it turned out that they had been going outside the banners on the big hill. I saw the lines, but I was back far enough that I couldn't tell if Jobe and Van der Ven were the ones using them, or if it was the lappers. I didn't dare use the lines because the FIM will disqualify you for an infraction of the rules. A couple of laps later, I was told it was okay, but it was too late to catch the leaders."

THE FINAL AND DECIDING MOTO

"I thought that both Geboers and Jobe had ridden well and that Belgium would be the biggest threat. On the start, Rick and I

hit going into the second turn. I looked over on the following straight and saw that it was him, so I let him by. There were more 500s in front of us than 250s, so I figured that if he got ahead of me he'd be able to take over the 250 Class lead, and I would be able to hold off Geboers."

"I also wanted to watch Rick's lines, since I hadn't been out there for a couple of hours. He had some good lines, and that helped me out a lot. Geboers finally got by me, but luckily, he fell."

"We needed to win one class to clinch the title, and I knew that Rick had the best chance of winning. He did it and we won, but it was nerve-racking. If we had gone down in the first turn, or thrown a chain or anything, it would have been all over."

FINAL THOUGHTS

"I'm glad I had a chance to be on the team and win at home. The crowd was great, despite the rain, and no beer (laughs). They really helped push us when we were behind. It was great to hear all that cheering; it's something I'll always remember." •

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Medium—Front	425x18	300x21	57 95	Soft—Rear		
300x21	50 95	K-140ST Soft		410x14	34 95	
Rear		130/80x18	65 95	Soft—Front	70/100x19	27 95
400x17	44 95	140/80x18	70 95	Soft—Rear	80/100x21	62 95
500x17	48 95	K-490	Medium—Front	K-990ST	Soft—Rear	
400x18	43 95	275x17	22 95	90/100x16	30 95	
450x18	50 95	300x21	60 95	110/100x18	65 95	
510x18	51 95	Medium—Rear	300x12	120/100x18	67 95	
MT-27 DELTA X		410x14	26 95	100/100x18	62 95	
Medium—Front		120/80x18	38 95	100/100x16	60 95	
300x21	55 95	130/80x18	40 95	110/100x18	65 95	
Medium—Rear		140/80x18	44 95	120/100x18	70 95	
400x18	44 95					
450x18	52 95					
MT-35 HARD X						
Hard—Front						
300x21	49 95					

Kenda

Kenda

K25TD Metzler Copy	C-761 Soft/Medium	500x18	34 95	460x18	30 95	
Front	110/80x14	530x18	38 95	530x18	34 95	
300x21	21 95	C-755 Metzler Copy	Front	C-1830 MX—Soft		
Rear		150/80x17	38 95	300x21	20 95	
410x14	19 95	120/80x18	26 95	325x21	22 95	
510x17	36 95	130/80x18	29 95	Rear	300x23	23 95
410x18	25 95	140/80x18	32 95	410x14	20 95	
450x18	33 95	150/80x18	40 95	530x17	22 95	
510x18	37 95	C-703	Sandy/Muddy	410x18	24 95	
		500x17	33 95	460x18	26 95	

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COOL LITE JERSEY	19 95
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WORLD TEAM



Out of the Iron Curtain: Yugoslavia was the only Soviet-bloc country to compete at Unadilla. Yugos Joeseeph Aubels (46) and Marjan Zedoc (47) prepare to do battle against the mud and capitalists. Their team finished 15th.



Unlucky Kiwis: The New Zealand team of (l-r) Shane King, Tony Cooksley and Darryll King were smitten by DNFs and failed to score in the required four motos. The Kiwis turned heads with their speed during Saturday's practice, but were unaccustomed to Sunday's mud. The Kiwis' trip wasn't a total loss, though. The three planned to spend a week in Hawaii on their return home.

AMERICA'S MOST FAMOUS TRACK

UNADILLA FACTS & FOIBLES

- Do you know anything about Unadilla? No? Read on and become a 'Dilla expert.
- 1. Ward Robinson bought the land for the sole purpose of building a motocross track "as a hobby."
- 2. The course was laid out by Ward, and refined through many hours of riding by Team Ossa's Bob Thompson.
- 3. The first race was run as a non-sanctioned outlaw event in 1969. Local hero Barry Higgins was the winner of the Open class on that day.
- 4. The following year Englishman Jeff Smith ('1964 and '65 500 World Champ) was the victor of the first International race held at the facility. Finnish immigrant Peter Lamppu was the top American in fifth place.
- 5. Unadilla gained its reputation as one of the world's premier tracks over the next five

- years as it played host to Inter-AMA and Trans-AMA series events.
- 6. The 500cc National Championship circuit made stops in 1976 and '77. Steve Stackable won in '76, and Marty Smith followed suit the year after.
- 7. In 1978 the first 250 Grand Prix in this country was held at Unadilla. The Grand Prix continued as an annual event through 1986, and it will return this July.
- 8. The record for the most wins at the track is five, and the man who holds the record is Roger DeCoster. Roger won the races in five successive years (1974-78) during Trans-AMA competition.
- 9. Contrary to popular belief, the track is not left as is after an event. The track is graded, some 2000 truckloads of clean loam are added as topsoil, and then the course is reseeded.
- 10. The track is watered by a \$70,000 system of five-inch pipe that pumps out 750 gallons a minute, six hours a day, every day for a month before an event. That's 270,000 gallons of water per day, or over eight million gallons of water for the month. •



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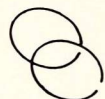
PISTONS

CR80	1980-87	\$18.60
CR125	1981-85	37.35
CR125	1986	33.10
CR125	1987	36.90
CR250	1981-85	43.40
CR250	1986-87	36.45
CR500	1984-87	56.00



RINGS

CR80	1980-83	\$ 7.10
CR80	1984	12.95
CR80	1985	14.07
CR80	1986-87	7.10
CR125	1981-85	14.15
CR125	1986-87	7.90
CR250	1981-87	17.35
CR500	1984-87	20.80



GASKET SETS

CR80	1980-82	\$ 9.65
CR80	1983-85	14.65
CR80	1986-87	13.65
CR125	1981-85	11.95
CR125	1986-87	16.80
CR250	1981-86	14.50
CR250	1987	16.80
CR500	1984-85	14.40
CR500	1986	15.25
CR500	1987	17.30

CRANK ASSY.

CR80	1980-83	\$105.95
CR80	1984-87	77.75
CR125	1981-87	97.15
CR250	1981	161.05
CR250	1982	172.65
CR250	1983-87	147.75
CR500	1984-87	147.75

CLUTCH PLATES/FIBER

CR80	1980-83	\$3.10
CR80	1984-87	6.35
CR125	1981	4.70
CR125	1982	6.34
CR125	1983-86	4.92
CR125	1987	6.34
CR250	1981, 83-87	4.92
CR250	1982	6.34
CR500	1984-87	4.92



CLUTCH PLATES/METAL

CR80	1980-87	\$2.75
CR125	1981	3.25
CR125	1982-87	4.00
CR250	1981-87	4.94
CR500	1984-87	4.94

FRONT BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-85	\$ 5.95
CR80	1986-87	19.95
CR125	1981	9.95
CR125	1982-83	11.95
CR125	1984-87	19.95
CR250	1981-83	9.95
CR250	1984-87	19.95
CR500	1984-87	19.95

REAR BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-84	\$ 5.95
CR80	1985-87	7.95
CR125	1981-82	9.95
CR125	1983-86	11.95
CR125	1987	19.95
CR250	1981-82	9.95
CR250	1983	11.95
CR250	1984-86	11.95
CR250	1987	19.95
CR500	1984-86	11.95
CR500	1987	19.95



SWING ARM BEARINGS

CR80	1980-81	\$5.45
CR80	1982-85	8.85
CR80	1986-87	7.40
CR125	1981-85	8.16
CR125	1986-87	6.12
CR250	1981-85	8.16
CR250	1986-87	6.12
CR500	1984-85	8.16
CR500	1986-87	6.12

SWING ARM BEARING SPACERS

CR80	1980-87	\$ 8.60
CR125	1981	11.00
CR125	1982-84	7.95
CR125	1985-87	8.50
CR250	1981	11.00
CR250	1982-84	7.95
CR250	1985-87	8.50
CR500	1984	7.95
CR500	1985-87	8.50

FRONT MASTER CYLINDER ASSY.

CR80	1986-87	\$107.22
CR125	1984-87	107.22
CR250	1984-87	107.22
CR500	1984-87	107.22

FRONT BRAKE LEVERS

CR80	1980-81	\$ 3.45
CR80	1982	10.45
CR80	1983-87	6.10
CR125	1981-82	10.44
CR125	1983-87	6.10
CR250	1981-82	10.44
CR250	1983-87	6.10
CR500	1984-87	6.10

CLUTCH LEVERS

CR80	1980-81	\$5.40
CR80	1982	6.10
CR80	1983-87	6.10
CR125	1981-82	6.10
CR125	1983-87	6.10
CR250	1981-82	10.54
CR250	1983-87	6.10
CR500	1984-87	6.10

REAR BRAKE LEVERS

CR80	1980-82	\$17.15
CR80	1983-87	9.85
CR125	1981-82	28.08
CR125	1983-87	38.99
CR250	1981-83	39.79
CR250	1982	44.23
CR250	1984-87	36.30
CR500	1984-87	36.30

SHIFT LEVERS

CR80	1980-81	\$10.80
CR80	1982	12.65
CR80	1983-87	19.95
CR125	1981-87	25.72
CR250	1981-82	47.82
CR250	1983-87	26.80
CR500	1984-87	26.80

HANDLE BARS

CR80	1980-82	\$25.55
CR80	1983-87	21.70
CR125	1981	41.09
CR125	1982-87	29.04
CR250	1981	39.56
CR250	1982-87	29.04
CR500	1984-87	31.23

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FORK SEALS

CR80	1980-81	\$ 4.35
CR80	1982-87	9.45
CR125	1981-82	5.96
CR125	1983-86	10.28
CR125	1987	9.56
CR250	1981-82	5.84
CR250	1983-87	9.56
CR500	1984-87	9.56

THROTTLE CABLES

CR80	1980-83	\$5.80
CR80	1984-87	6.20
CR125	1981-84	7.26
CR125	1985-87	6.58
CR250	1981, 83-84	8.13
CR250	1982, 85-87	7.26
CR500	1984	8.13
CR500	1985-87	7.26



CLUTCH CABLES

CR80	1980-82	\$7.25
CR80	1983-87	5.85
CR125	1981-84	8.34
CR125	1985-87	7.20
CR250	1981-82	8.38
CR250	1983-84	7.46
CR250	1985-87	6.71
CR500	1984	7.46
CR500	1985-87	6.71

AIR FILTERS

CR80	1980-81	\$ 7.90
CR80	1982-83	18.75
CR80	1984	22.35
CR80	1985-87	18.75
CR125	1981-87	18.20
CR250	1981-87	18.20
CR500	1984-87	18.20

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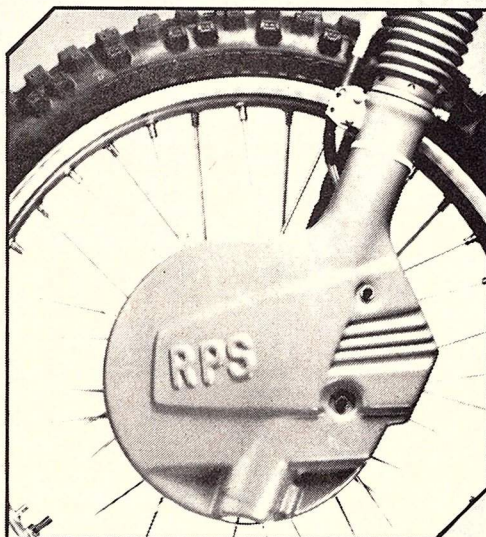
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• Over the last six years, the Europeans had been beaten up on their home turf by the brash and stylish American squads. Now it was the Euros' turn to come to America and play the spoiler. The teams from across the pond were looking to stage an upset, and to do it in our backyard.

A mixture of old-style veterans and flashy upstart youngsters posed a definite threat to the American team. The Europeans came over early in the week with the assistance of many East Coast area dealers and Bel-Ray's Thuur Coen. The team headquarters were spread throughout New York, Massachusetts and Pennsylvania, where accommodations and practice areas had been arranged. They prepared to do battle, hoping to return to the continent with the World Team Motocross crown. They left as they came. . . hoping.

* Many **insiders** felt that the Belgians and Dutch had the best chance of unseating the Americans. The Belgians boasted two 1987 World Champions, Eric Geboers (250) and Georges Jobe (500), as well as veteran GP campaigner Marc Velkeneers. The Dutch also featured two World Champs. Newly crowned 125 Champ John Van den Berk and Dave Stribos, the 1986 title holder, were considered the most American in their riding styles and capable of winning their classes. Kees Van der Ven rounded out the Dutch team, and is regarded as one of the world's best mud riders.

* The pit **prognosticators** who picked Belgium or Holland were not disappointed after the first moto. Both teams were tied for first place. The Belgians scored four points with Jobe's 500 Class win and Velkeneers' third in the 125 Class. A second place by Van der Ven in the 500s was repeated by Stribos in the tiddler class, netting Holland four points, as well. The Americans trailed by three points (Hannah was fourth 125, and Ward was third 500).

* The **Belgians** came out of the second moto tied once more, this time with the American team. Eric Geboers crossed the line in second behind Rick Johnson and just ahead of a charging 125-mounted Bob Hannah. Once again, Marc Velkeneers completed his moto as the third 125. The Belgian threat ended in the third moto when Jobe pulled off the track with no rear brake, and Geboers crashed his way to sixth overall and third 250, behind Rick Johnson and Dutchman John Van den Berk.

* The second moto was a **disaster** for Holland's Dave Stribos. The youngster fought tooth and nail with Bob Hannah for the 125 Class lead, and then crashed once he got it. The crash broke his clutch lever, and he was soon forced to retire. John Van



"I'm glad I had a chance to be on the team and win at home. The crowd was great, they really helped push us."

den Berk tried to make up for it on his YZ250 but could not get close to the 250 Class leaders. Hope sprung anew in the third moto when Jobe pulled off. Van der Ven lead the 500s wire to wire, but the Dutch needed Van den Berk to best Johnson on the 250 in order to capture the championship. It was his first race on a 250 this year, and, despite the mud, he made an excellent showing.

*The award for **consistency** goes to the team from Germany. They finished fourth in the team standings on the riding of Roland Diepold (250), Arto Panttila (125) and Dietmar Lacher (500) each of whom crossed the line in fourth in their respective classes.

*The 1988 **MX des Nations** will be held in France, and the home team should have a good shot at the crown. This year Jean-Michel Bayle set the Unadilla hills ablaze with his torrid riding. After winning the first 125 moto, he crashed while leading the second and was illegally aided outside of the designated mechanics area. His second moto second was then nullified. The French overcame this setback with Yannick Kervella's fifth- and sixth-place 250 finishes, and a 500 seventh place by Patrick Fura.

*The sixth overall slot was taken by **Italy** on the riding of former 125 World Champ Michele Rinaldi and 125 contender Corrado Maddii. Rinaldi scored two eights in the 250 Class, and Maddii finished seventh and fourth on a 125.

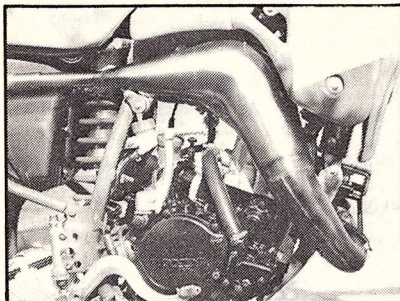
*Leif Persson's first-turn crash aboard the works Yamaha **YZM500** sent him and Sweden's title hopes packing early. That left Peter Hansson (125) and Peter Johansson (250) with the burden of scoring four good motos. Hansson put together two fifth-place rides, and Johansson took two sevenths to give the Swedes seventh overall.

*The Danish team of Ole Svendsen (500), Soren Mortenson (250) and Stig Thinggaard (125) pulled off something of an **upset** when they bested rival Finland by six points. DNFs by both Kurt Ljungvist (500) and Simo Taimi (125) left the Finns shy on points.

*Pre-race talk had the English as possible **front-runners**. However, a seized motor on Kurt Nicoll's 500 Kawasaki and crashes by Rob Herring left the Brits out of the picture. Greg Hanson took a ninth and tenth aboard a 125, allowing the team to round out the top ten. •

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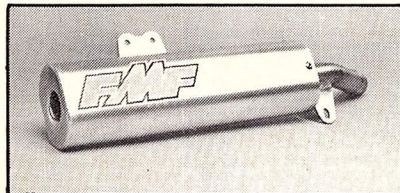
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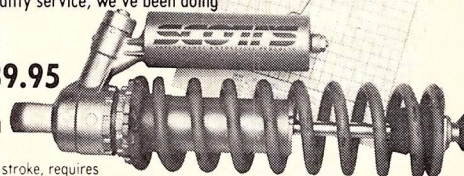
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WORLD

OFF-TRACK HAPPENINGS

NOT JUST A RACE

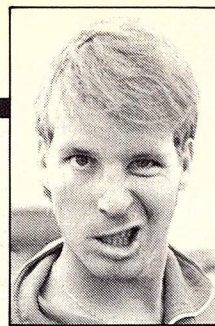
• What kind of reputation does Unadilla have? How about a world renowned reputaion. The first thing John Van den Berk had to say about the race was, "Unadilla, is not just a race, it is a happening. This is great, I can't wait to come here next year for the 250 GP." Here are some of the events that happened on the other side of the fence to make Unadilla a "happening."

*The rain did not dampen the Hill People's spirit. It gave them new ways to vent their energy. The big weekend craze was mud-sliding down the steep Screw-U hill.

*Next to Bob Hannah, Keller is one of the biggest track heroes. JoJo thrilled the crowd with his mud-eating tactics. That's right, he actually ate handfuls of mud and grass, to the delight of the Gravity Cavity yahoos.

*Mr. Keller did not leave Unadilla with only intestinal sediment to show for his trip. JoJo started a holeshot-betting pool for the third moto at \$20 a pick and cleaned up, winning over \$100 on Kees Van der Ven.

*Speaking of bets, the renowned bettor Goat Breker made an interesting wager with a friend. Goat bet his buddy that he would pay all expenses for the trip if the



◀ "This is my kind of crowd, the Hill People are so wild and enthusiastic. Racing here is a blast, even in the mud!"

friend would wear a motorcycle helmet at all times, from the time they left L.A. until they returned. The friend ate, showered and slept in the helmet for the required time and had his expenses completely covered by Goat. Not a bad deal.

*The partisan crowd of over 15,000 was the most vociferous in years. They made the hills come alive with their chants, "USA, USA." They topped that with chants of "Hannah, Hannah," but were even more vocal when they shouted, "We want beer! We want beer!"

*The award for worst rent-a-car adventure goes to the crew of an unidentified hop-up shop. The entourage rented three cars and passed the time traveling to the track by engaging in an inter-car highway food fight. The weekend ended with an egg fight ambush that consumed six dozen eggs and doused many cars. The grand finale took place in the car-return parking lot, much to the dismay of the car-rental folks. •



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SEPTEMBER 1987

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PERSONAL BEST

INDIVIDUAL RESULTS

MOTO 1

1. Georges Jobe (Hon 500) Belgium
2. Kees Van der Ven (KTM 500) Holland
3. Jeff Ward (Kaw 500) USA
4. Kurt Ljungvist (Yam 500) Finland
5. Jean-Michel Bayle (Hon 125) France
6. Dave Strijbos (Cag 15) Holland
7. Dietmar Lacher (Hon 500) Germany
8. Marc Velkeneers (Hon 125) Belgium
9. Bob Hannah (Suz 125) USA
10. Jean-Charles Tonus (KTM 500) Switzerland

MOTO 2

1. Rick Johnson (Hon 250) USA
2. Eric Geboers (Hon 250) Belgium
3. Bob Hannah (Suz 125) USA
4. Corrado Maddi (Hon 125) Italy
5. Marc Velkeneers (Hon 125) Belgium
6. Arto Panttila (Hon 125) Germany
7. John Van den Berk (Yam 250) Holland
8. Roland Diepold (Kaw 250) Germany
9. Yannick Kervella (Hon 250) France
10. Soren Mortensen (Yam 250) Denmark

MOTO 3

1. Rick Johnson USA
2. Kees Van der Ven (KTM 500) Holland
3. Jeff Ward (Kaw 500) USA
4. Kurt Nicoll (Law 500) G. Britain
5. John Van den Berk (Yam 250) Holland
6. Eric Geboers (Hon 250) Belgium
7. Roland Diepold (Kaw 250) Germany
8. Soren Mortensen (Yam 250) Demark
9. Yannick Kervella (Jon 250) France
10. Dietmar Lacher (Hon 250) Germany

41st MOTOCROSS des NATIONS

TEAM RESULTS:

1. USA (Jeff Ward/500 Kaw, Rick Johnson/250 Hon, Bob Hannah/125 Suz) 5
2. Holland (Kees Van der Ven/500 KTM, John Van den Berk/250 Yam, Dave Strijbos/125 Cag) 7
3. Belgium (George Jobe/500 Hon, Eric Geboers/250 Hon, Marc Velkeneers/125 Hon) 9
4. Germany (Dietmar Lacher/500 Hon, Roland Diepold/250 Kaw, Arto Panttila/125 KTM) 16
5. France (Patrick Fura/500 Hon, Yannick Kervella/250 Hon, Jean-Michel Bayle/125 Hon) 19
6. Italy (Romano Nannini/500 KTM, Michele Rinaldi/250 Suz, Corrado Maddi/125 Hon) 22
7. Sweden (Leif Persson/500 Yam, Peter Johansson/250 KTM, Peter Hansson/125 KTM) 24
8. Denmark (Ole Svendsen/500 Kaw, Soren Mortensen/250 Yam, Stig Thinggaard/125 Suz) 26
9. Finland (Kurt Ljungvist/500 Yam, Simo Taimi/250 Suz, Pasi Hagstrom/125 Kaw) 32
10. Great Britain (Kurt Nicoll/500 Kaw, Rob Herring/250 Yam, Greg Hanson/125 Kaw) 34

NATIONALISTIC FERVOR

COUNTRIES WITH THE MOST MX des NATIONS VICTORIES

- | | |
|--------------------------|----|
| Great Britain | 15 |
| Belgium | 9 |
| United States | 7 |
| Sweden | 7 |
| Soviet Union | 2 |
| Czechoslovakia | 1 |

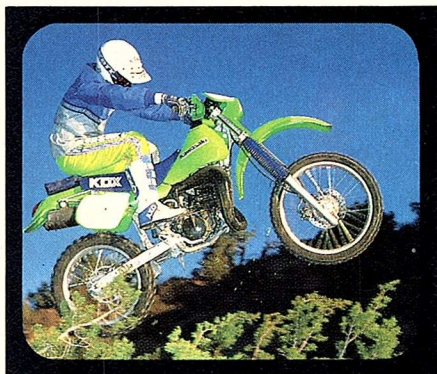
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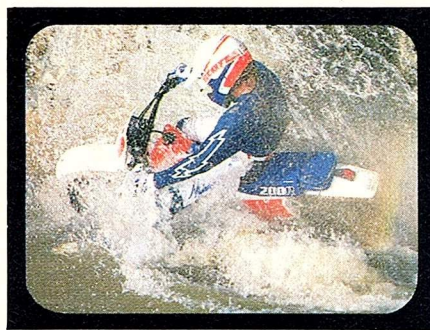
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RACE TEST

1988 KAWASAKI KX250

Not the bridesmaid anymore

□ Kawasaki has followed an unusual road to motocross success. It all started with minicycles back in 1982. Through hard work, good engineering and a torquey motor, the green team began to dominate the 83cc Class. By 1984 Kawasaki had its first 125cc shootout winner. In 1986 Kawasaki had the best Open class bike, and now in 1988 they are after the only crown that has eluded them—the 250s!

The fact that Kawasaki has never built the best 250cc motocross bike isn't for lack of trying. In the past, the green machines have had awesome motors armed with bundles of torque and beaucoup horsepower, but the chassis has never lived up to power. Last year Kawasaki got close to Honda, but the lack of cartridge forks sent them home with the bridesmaid's bouquet for yet another year.

In 1988 Kawasaki will be throwing the bouquet, and Honda, Yamaha and Suzuki will be vying to catch it. The KX250 is no longer a bridesmaid. It's a winner!

HOW DID THEY DO IT?

It's no secret that Kawasaki was held back in the 1970s by their Japanese testing program. Kawasaki's Japanese-based test riders weren't very good at their jobs. They tended to rubber-stamp the KX designs without concern for what the competition was capable of. Year in and year out the KXs

In the air: If the KX has flaws they are in the rear suspension. It has a harsh and choppy feel to it. The front forks have good spring rates (run the clicker eleven clicks out). The KX feels heavier than the competition.



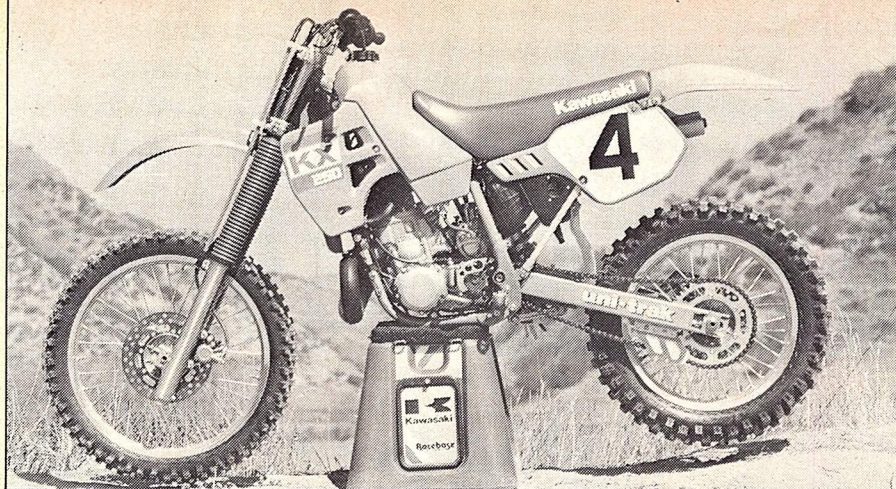
KX250

came with wimpy spring rates (well-suited to the smaller and slower Japanese test riders) that couldn't hold up Americans. The frame geometry was often hinged (with the feeling that it was developed by a committee by a 3-2 vote), and some of the early Uni-Trak leverage ratios were less than creditable (they were falling rates instead of rising rates). Frames popped like Indian corn, shock bolts couldn't live up to the demands of big jumps, and small shock shafts looked like Yuri Geller had been thinking about them.

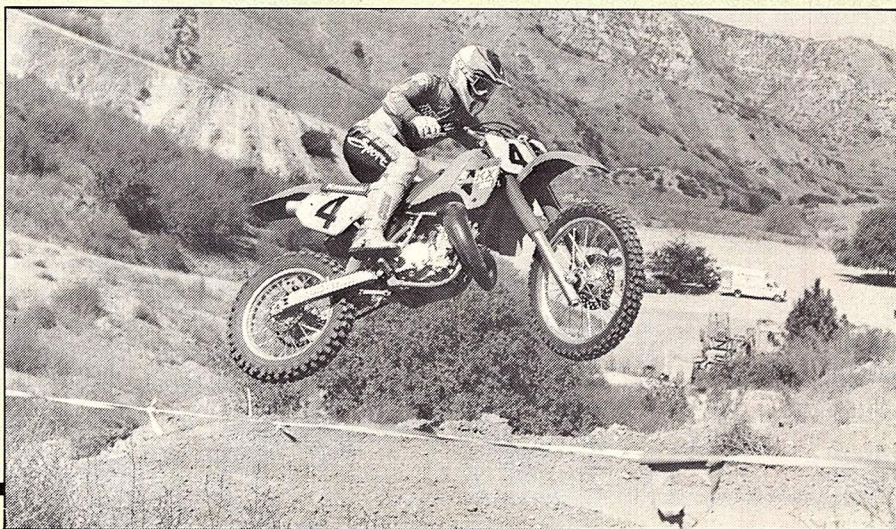
There were high spots in the KX development program. Carburetor innovations poured forth from the green machine (D shapes, keyholes and very crisp performance). The KX80 and KX125 had great years and awesome powerbands (especially 1984).

THE JUDGE WAPNER SYSTEM

All in all, Kawasaki was designing their bikes by trial and error. Successes (1984 KX125) were matched by failures (1984 KX500) and without divine interventions it's unlikely that Kawasaki would have ever gotten untracked. Divine intervention came three ways. Kent Howerton joined Kawasaki back in 1983 and provided a solid base of experience to do testing from. Howerton knew what he wanted and set out to get Kawasaki to build it. Secondly, the Team Green riders began to mature. From its early foundation as a minicycle squad, the



Almost an Open bike: Excellent power, good handling, decent forks, strong brakes, good rubber, superb carb, poor rear shock and nice ergonomics make the KX250 a winner in the hands of the right rider. This could be the bike to buy for the 250 Class.



Ground zero: Kawasaki threw everything away from last year's bike and started over. The '88 KX250 is different from last year's. It is wider, slightly heavier and definitely more powerful.

ON THE TRACK

KAWASAKI KX250 REPORT CARD

• **Motocross** is the epitome of competition. Every aspect of the sport is under close scrutiny, and the machine's performance is something that gets graded every time the bike rolls to the starting line. How does the 1988 KX250 stack up?

POWERBAND: Awesome! Incredible! The best! No other 1988 250 motocross bike is going to come close to the vibes of the '88 KX. It romps. In 1987 the KX was an abrupt and powerful low-end powerband that mulched the ground in big gulps. Most riders loved the torque, but wanted more mid-range and a shade of top end. For 1988 Kawasaki smoothed out the low-end power. It is now manageable, always at the ready and crisply jetted. As the power builds into the mid-range it surges on with a heavy vibrato. Top-end power is slightly improved with the addition of more high rpm overrun. Impressive powerband and incredible horsepower. The ultimate 250 engine.

CARBURETION: Mikuni pulled a coup in 1988 by coming out with the new half-moon slide TMX carb, but Kawasaki fought back by switching to the new crescent-

shaped PWK 39mm Keihin. Kawasaki has always seemed to have advance carburetion, and in 1988 the PWK crescent Keihin keeps the tradition alive. As much as any change on the 1988 KX250, the PWK is responsible for the biggest improvement in the power output. A smooth-bore venturi is mated to an airfoil-designed slide that delivers incredibly crisp jetting in stock trim. We didn't change anything on the 1988 carb. Run it stock.

HANDLING: Kawasaki has continually improved its handling by stiffening the frame. The steering head and swingarm pivot have been beefed up for more rigidity. Rake is 28 degrees. The swingarm has been increased in height and width (while maintaining the same overall weight), and the shock linkage has a more progressive rising rate. As a result, the KX turns better than ever. The chassis now steers its way through turns with precision. Every part of the bike seems to be more solid and responsive. Kawasaki has carefully built the chasis to be stable but agile. A nice combination of traits.

SUSPENSION: This was last year's sore spot. The 1987 forks stunk. New 43mm

Kayaba cartridge forks are an improved version of the 1987 \$300 accessory kit that Kawasaki sold. Very firm compression damping and superb rebound are suspended by 3.8 kilo springs (which are the same ones that the Team Green riders used last year). Compression damping is adjustable with 16 clicks. We ran ours at 11 clicks out. The biggest problem with the forks is fork-seal life. We blew a fork seal in every race, every race.

On the rear, Kawasaki changed the linkage to attempt to provide a plusher ride over little bumps while still being stiff enough to absorb major blows. The shock shaft is now 16mm in diameter (that is the size that Jeff Ward used last year on his Supercross Championship KX). In stock trim the new KX rear suspension is raceable. Spring rate is the same as 1987, but is backed up with firmer compression and rebound damping. Needle bearings support the swingarm and aluminum rocker arm. Overall shock performance could be better. The new system is harsh and thuds through square-edged whoops.

BRAKES: Kawasaki changed the brakes



Eat dirt: Kawasaki has produced tractor-like low-end torque and a strong surging mid-range. It is the best 250 motor. Clutch work isn't required because of the KX's massive torque.

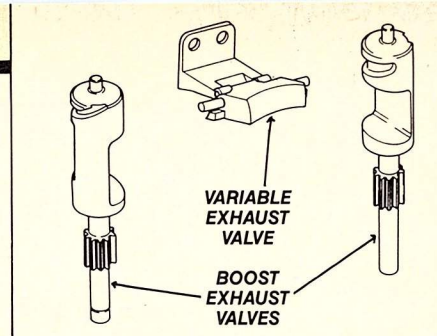
Team Green kids grew older, bigger and into 125s (and eventually 250s). Their demands, testing and needs had to be met by the Kawasaki Support Team. And Kawasaki learned quickly what worked and didn't work from Amateur-level racing. Finally, Japan began to pay attention to the American product-testing branch. Recommendations that had been ignored in past years were suddenly heeded. Disasters that could be avoided, were. Howerton, Team Green and American testing set Kawasaki on the road to success.

Last year Kawasaki tried to pull it all

LIKE A BARROOM DOOR INSIDE THE KIPS SYSTEM

• When Kawasaki introduced the KIPS (Kawasaki Integrated Power System) a few years ago, it was completely different than it is in 1988. Instead of just two boost ports on the side of the exhaust that open and close, the 1988 system includes a variable exhaust port.

A major portion of the power gains are due to the third valve. The new variable exhaust port alters port height by 4.5mm. The cast-iron power valve is attached via pins that fit into ramps in the top of each sub-port (old-style KIPS) valves. At low rpm the three ports (two boost exhaust ports and exhaust port) are closed. In addition, two resonance chambers (similar to ATAC chambers) are open. At mid-range the



resonance chambers are closed and the boost ports and exhaust valve begin to open up. The result is improved low-end thanks to the resonance chambers and low exhaust port height, and vastly improved mid-range when the boost ports open and the exhaust valve swings fully open.

Kawasaki's new KIPS includes resonance chambers, exhaust boost ports and a variable exhaust. Three ports for the price of one. •

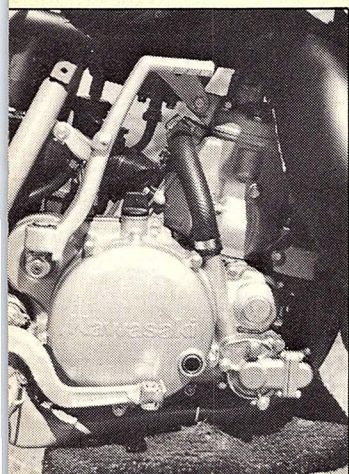
together and came up second best in the 125, 250 and 500 Classes. In first place was Honda. The main culprit was the standard-issue forks which paled in comparison with cartridge forks. Powerbands were close, but not perfect, and although handling had been drastically improved over past efforts, the Green's were still blue.

WHAT DID KAWASAKI DO?

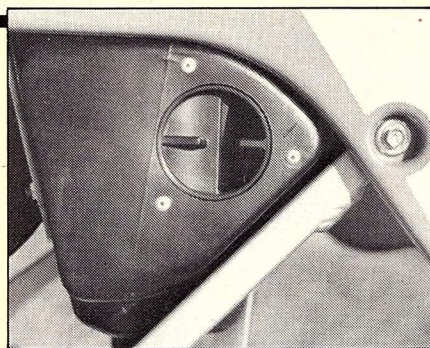
On the 1988 KX250, Kawasaki threw away the molds and started over. The fact that the motor was all new in 1987 didn't stop Kawasaki from building completely new castings from the cases up. The frame

underwent even more revisions (including the steering head which was reinforced and strengthened for the second straight year). A new rising rate, stronger swingarm, beefed-up shock, larger-capacity tank, new seat and a technically advanced power valve to go along with the resonance KIPS chambers were all '88 bonuses.

New from the ground up doesn't always mean better (sometimes it just means new). On the 1988 Kawasaki KX250 it means better. □



◀ **Best motor:** No other 250 Class motor is going to come close to turning out the heavy vibes, macho torque and broad power of the KX250 KIPS engine. The power improvement comes from a new trick carb and variable exhaust port.

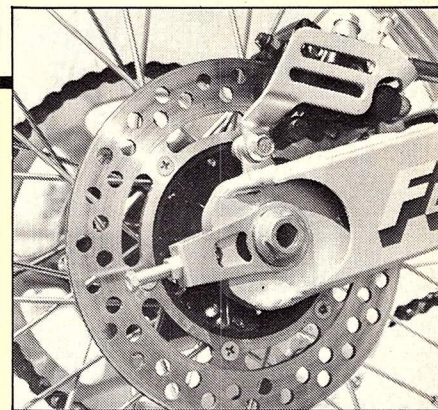


Easy does it: No more drilling. Kawasaki fit the KX airbox with a salt-shaker-style vent that can be opened on dry days and closed on wet ones. Yes, the subframe is aluminum and removable

juncture made the KX easy to grip in turns and over jumps. Some riders might boo-hoo the loss of the slim tank, but we think the new juncture is better. Our only complaint is that the KX250 feels heavier than the competition. Under power it hugs the ground like an Open bike.

A new flatter seat allows easy fore and aft movement. Beefier footpegs give the rider's feet something to bite into.

COSMETIC FLUFF: The rest of the world will be getting blue side panels, but Jeff Ward didn't like the way they looked and they were changed to green. The frame is green in 1988, but the motor has gone from black to silver. Tank decals are bolder.



Slam dance: Kawasaki worked hard on developing a rear disc brake that doesn't work like a light switch. They succeeded in producing progressive stopping power that doesn't kill the motor.

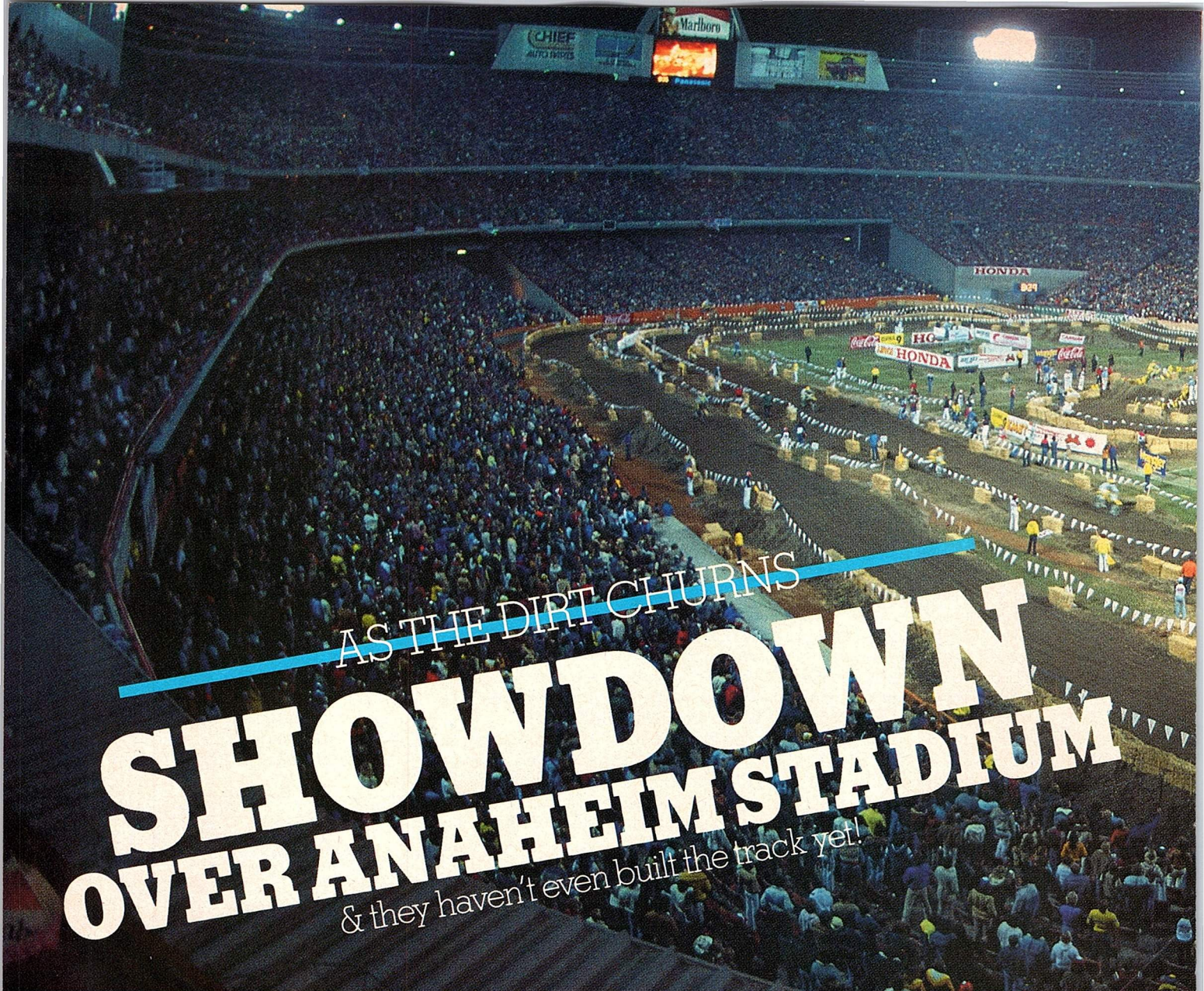
for 1988. The front brake has an improved leverage ratio at the master cylinder. On the track the front brake was very good. The rear disc brake is more progressive than past KX units, and the new pads allow the rider to step on the pedal without killing the engine. This increased feel eliminates the light-switch feel of old. Rear braking power is still good, but the 1988 bike can be slowed down instead of just stopped. Bravo!

ERGONOMICS: Riders are going to be surprised when they sit on the 1988 KX250. It is completely different from 1987. The ultra-slim and sleek feel of 1987 has been replaced by a slightly wider feel. Our test riders felt that the new wider seat/tank

AIRBOX: Kawasaki worked on getting more air into the new 39mm carb, and the filter is housed in a larger airbox. An added touch is new salt-shaker vents in the side of the airbox which can be turned open on dry days and closed for wet weather.

TIRES: Good stuff. Dunlop K490 front and K595 rear tires are excellent hard-to-intermediate-terrain sneakers. The only riders who will need to buy new rubber are soft-sand riders.

SHIFTING: Overall shifting is good, but the lever feel is very stiff when the bike is new. Clutch action is very light, and after the first break-in adjustment it provides reliable and improved performance. •



SHOWDOWN OVER ANAHEIM STADIUM

AS THE DIRT CHURNS

& they haven't even built the track yet!

By Greg Barbacovi

□ You probably don't know or even care who the promoter is when you attend a Supercross race. As long as the beer is cold, the hot dogs warm and the racing hot, most spectators couldn't care less who is running the show. But when an event as significant and successful as the Anaheim Supercross opener drops the man who brought ten consecutive massive crowds and invented the sport itself, some people are a little curious.

Last summer, the Mickey Thompson Entertainment Group (MTEG) was awarded exclusive rights to operate motosports events in the "Big A," blocking out the founder of Supercross, Mike Goodwin. However, when the Anaheim city council awarded Thompson the contract, they failed to notice that Goodwin still had possession of the AMA sanction which guarantees factory support and participation in the event. Mickey Thompson and Mike Goodwin have been embroiled in a bitter feud ever since their attempted business partnership dis-

solved into a series of lawsuits a few years ago, so it is safe to say that Goodwin will not give Thompson the AMA sanction necessary to ensure that Anaheim will be a part of the Supercross season.

THE HISTORY OF THE BATTLEGROUND

Goodwin has promoted the Anaheim event since its inception in 1975, and his string of SRO (Standing Room Only) successes, was expected to continue at least until his contract with the AMA (called the In-sport Agreement) expires in 1989. But last summer, Anaheim city officials notified Goodwin and other motosports promoters that they were seeking a single organization to handle three consecutive weekends of motosports activities at Anaheim stadium. Stadium operations manager Greg Clark told *MXA* that "using three different promoters stymied growth. The dirt, work crews and ads all tended to conflict." Goodwin responded with what he called "a real good but honest proposal that didn't include the misrepresentations that I can prove are in Thompson's bid."

In 1987, Mickey Thompson's MTEG organization brought its off-road series (cars, Odysseys, motorcycles and ATVs) to Anaheim for the first time and drew a very respectable crowd of 61,000 fans. The 1988 proposal called for five separate events over three weekends in January, including mud drags, truck and tractor pulls, Thompson's version of Supercross, called Ultracross, the off-road truck race and, of course, Supercross. MTEG called for sellout crowds for every event except the drags, where he planned on a crowd of 50,000. However, the best Anaheim has ever done over three weekends is only 186,000 fans (three sellout weekends would be 350,000 spectators for five events).

Thompson also submitted a list of sponsors he claimed were ready to provide over two million dollars worth of advertising. However, upon checking, it's been learned that a \$250,000 promotion by Coke has been denied by its vice president, and a \$50,000 campaign by Carl's Jr. seems unlikely, for its marketing department stated that it does not sponsor racing events.



Another \$750,000 was to come out of Thompson's own pocket, dropping his original budget to about half of what he first claimed.

THE CITY MAKES A DECISION

Thompson's most glaring omission came during a meeting of the Anaheim city council. Five politicians had the ultimate authority to decide who would run the show at Anaheim this year, and Thompson told them he saw no reason why he would not receive an AMA sanction for the planned Supercross (according to minutes of a July 21 meeting). In fact, however, the InSport Agreement clearly and repeatedly states that the current Supercross organizers (Mike Goodwin) must give their permission before the AMA is allowed to sanction another promoter's event. In addition, Goodwin's confirmed February Supercross in San Diego, California, specifically prohibits anyone other than Goodwin from running an AMA event in the Los Angeles area during January. Nonetheless, MTEG was awarded the Anaheim Stadium exclusive by the city. Goodwin assembled a detailed

worksheet and attempted to appeal the decision at an August meeting, but the city attorney advised the council that contracts had already been signed.

Presently, Thompson plans to run his Anaheim motorcycle race on January 30. He told *MXA*, "If the AMA sanctions our event, we will run by their rules. But, if they don't, I'll have the freedom to add some exciting things. I want to make the show better without hurting people and showing girls in wet T-shirts. We won't look for AMA riders, but will certainly accept their entries, as well as entries from other Southern California racing organizations."

ON MICKEY'S BEHALF

Thompson can boast of a very efficient promotion company. His staff averages six years of experience with the company, and his use of computers to assist timing, scoring and many other aspects of big-time stadium events is a proven winner. But his version of Supercross racing, which he calls Ultracross, has not exactly set the motorcycle world on fire. His 1987 season finale at Las Vegas, Nevada, last September at-

tracted only 14 riders, and no riders with a factory contract. Suzuki has never participated in an Ultracross, and Yamaha's racing manager, Ken Clark, has stated that they will probably not attend this Anaheim event (unless it has an AMA sanction).

So, the 1988 Supercross season already has its first controversy. Mike Goodwin wants to stage the season opener, and unless a court decision gives him the Anaheim Stadium, the first event of the season will probably be moved to the Rose Bowl in Pasadena or the L.A. Coliseum. Mikey Thompson will run a motocross race on January 30 at Anaheim Stadium, but nobody is sure how many riders (or fans) will be there. The AMA's position is typically bland, as indicated by Bill Amick's comment, "My feeling is that there will be an AMA-sanctioned Supercross at Anaheim Stadium on January 30. Whether Goodwin or Thompson promotes the event is up to Anaheim and the courts."

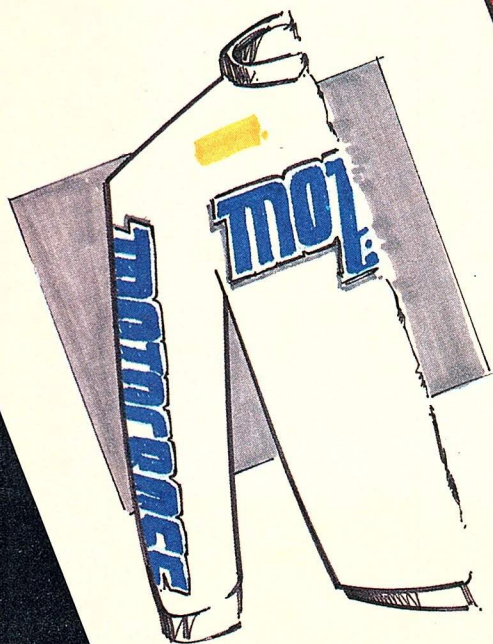
The year 1988 may be remembered as the first time the official starter was really a courtroom judge.

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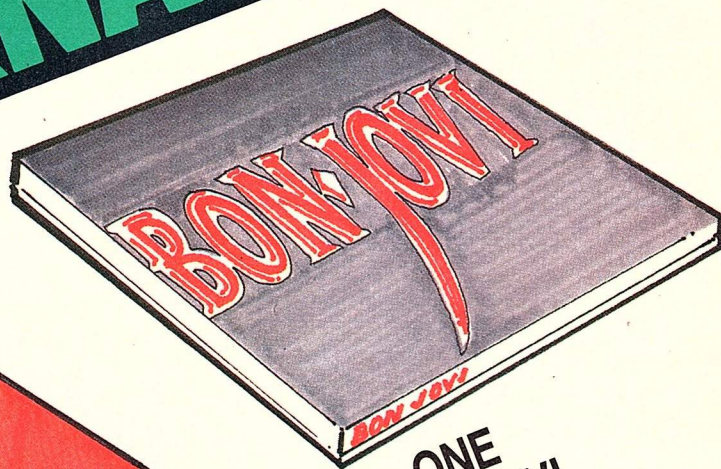
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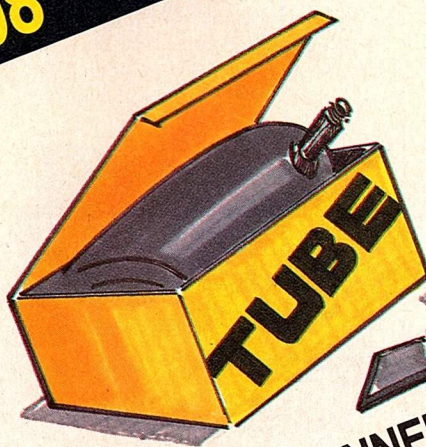


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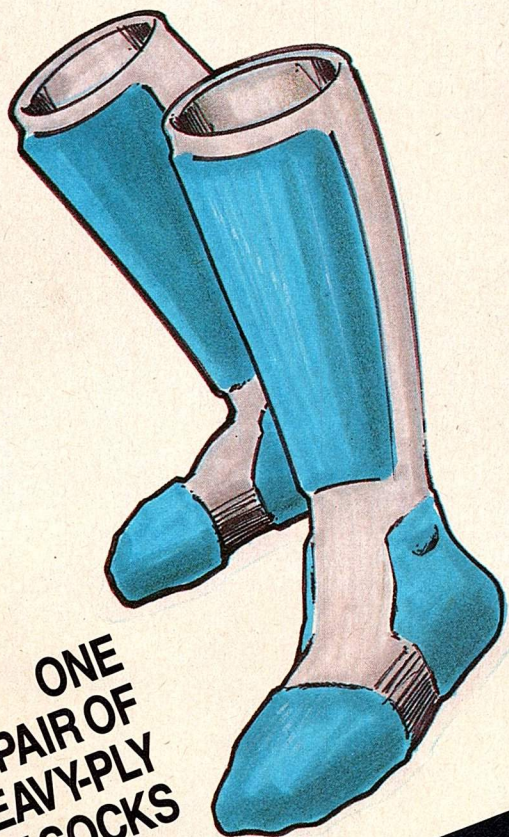
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THE FATHER OF SUPERCROSS

THE MAN WHO MADE SUPERCROSS

• A lot of people don't like the way Mike Goodwin does business; included in this list is Mickey Thompson and the AMA. **MXA** visited Mike's Laguna Beach home to try to discover the root of his battles with Mickey Thompson and the AMA.

MXA: *What started your long feud with Mickey Thompson?*

Mike: He presented a plan in which we could put on more profitable races with his portable-track design, the one with a rubberized surface and steel ramps. We could get it in and out of stadiums in 48 hours for about \$50,000. We could also save money by working under one roof and sharing overhead, so we negotiated a 70/30 split in which I would get the bikes and he would get the trucks. The first two truck events lost about \$150,000, so he called me and asked for my 70 percent. I said, "What money? I got the bikes!" He said we had a verbal agreement. One thing everybody knows about me is that I demand everything in writing, so he said, "I'll see you in court." The bike factories didn't like the track, and the truck factories hated it. I'm convinced that his track had already been proven to be no good, and that he decided to find a pigeon to pin it on.

MXA: *Your battles with Thompson and the AMA have cost you a lot of money.*

You have a successful real estate business, so why don't you just walk away from all the hassles?

Mike: How many guys do you know who have invented a sport? How can I abandon my baby? It hasn't always been profitable, but it has always been a lot of fun, and I still

envision a great future for it. I've never turned my back on it, but maybe Thompson is going to put me in a position where I have no choice.

MXA: *Why hasn't the AMA come forward and clarified your rights to the sanction?*

Mike: They're obviously trying to assist Thompson in getting the Anaheim date. Anaheim has always required a sanction, or at least used to. I sure wish the AMA would step forward and say that with Goodwin's event in San Diego, we can't issue a sanction without his approval. I'm 100 percent convinced that Thompson is telling the AMA that if they play a waiting game, he'll put me out of business and I'll have nothing to say about it. But we paid a lot of money for that sanction, and we have a legal right to it. Anaheim represents 50 percent of our annual business. We need it. We deserve it. •

◀ **The "Lip from Laguna":** A lot of people dislike Mike Goodwin. The AMA thinks he's too powerful. Mickey Thompson thinks he's not honest. But Supercross fans have supported his Anaheim Supercross opener for ten straight years.



SHOWDOWN

NEW KID IN TOWN

CAN THIS GUY WAKE UP SUPERCROSS?

• Mickey Thompson's first reaction to a request for an interview was refusal, as he didn't want to perpetuate the feud that exists between Goodwin and himself. His preference was to look optimistically toward the future.

MXA: *You had to realize that any effort to compete with Mike Goodwin would only continue the conflict that both of you have been involved in. Why get involved?*

Mickey: People forget that I've been involved with motorcycles since the late '50s. I even owned a piece of the old Montesa factory. I've always included ATVs in my off-road Grand Prix events and simply wanted to improve a sport I feel has become complacent.

MXA: *How will the Anaheim event be different with Mickey Thompson running it?*

Mickey: We won't jeopardize the present system. I want people to be proud that they're affiliated with Supercross. Danger-

Here comes deh judge: Mike Goodwin claims that Anaheim Stadium officials "misled" the city council regarding Thompson's proposal. It will now take a court order to get Goodwin and the AMA sanction back inside Anaheim Stadium.

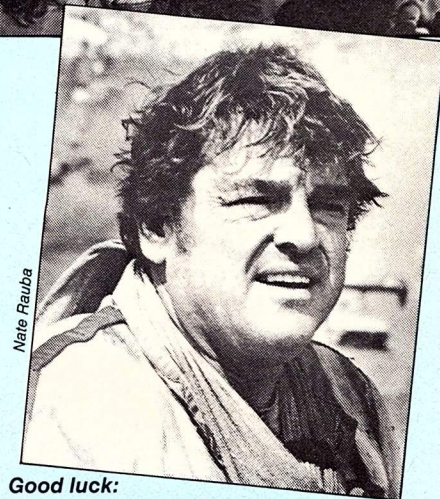
ous obstacles and an all-out party atmosphere aren't enough. I don't want a drunken brawl.

MXA: *What has Goodwin done wrong?*

Mickey: I don't like selling Supercross as a dangerous stunt. We're not telling people enough about the heroic qualities the riders possess, not to mention the desire that every good racer must have.

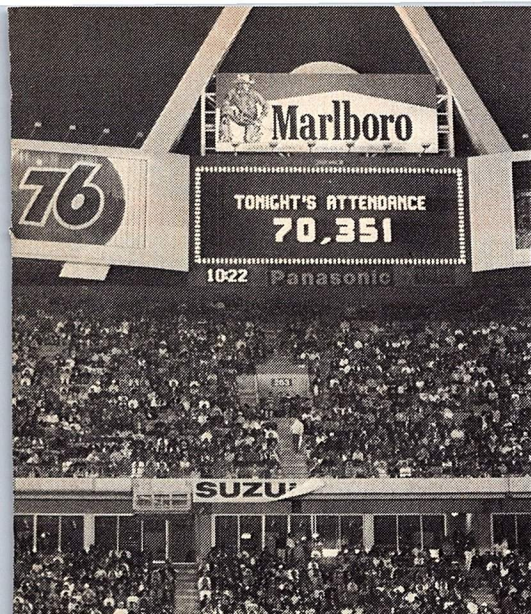
MXA: *Will Anaheim be an Ultracross event?*

Mickey: If the AMA sanctions us, we will run by their rules. If not, I have the freedom to add some exciting things. •



Nate Rauba

Good luck: Mickey Thompson has promoted a successful series of off-road races that match up a variety of cars and trucks. Now he wants to improve Supercross "without jeopardizing the present system."



Sellout crowds mean more excitement for race fans and more profit for the stadium and the promoter. Anaheim Stadium officials feel that motorcycle races under the Big A will sell well, even if they don't have an AMA sanction. According to the AMA/Insport agreement, they won't get a sanction without Mike Goodwin's permission until 1989.

AMA VP.—BILL AMICK

HE'S NO PETE ROZELL

• Bill Amick is the vice president of the AMA and in charge of professional competition. To say that he does not get along with Mike Goodwin is an understatement. At this time the AMA will not announce the official AMA Supercross schedule.

MXA: What is going to happen at Anaheim Stadium on January 30?

Bill: My feeling is that there will be an AMA-sanctioned Supercross at Anaheim Stadium on January 30. Whether Mike Goodwin or Mickey Thompson promotes the event is up to Anaheim Stadium and the courts.

MXA: It sounds as though the AMA does not want to get in the middle of a fight between promoters.

Bill: I hesitate to use the word, but it really is pathetic... the amount of time and money that has been wasted on legal problems between these two people. It has done nothing but give us headaches and create a black cloud over the sport.

MXA: So what is your position regarding the Anaheim sanction?

Bill: The AMA sanctions races and is anxious and willing to sanction with Goodwin. But our greatest fear about having two series is that it would tend to divide the loyalties and involvement of the factories, sponsors and spectators. The AMA recognizes the Insport Agreement and will uphold it. But it's important to remember that the contract is a working agreement, and that one paragraph should not be taken out of context. •

(continued on page 94)

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Harri Kreutennien

HOW I WON THE WAR

John, Eric & Georges join the ranks of the immortals

□ After Johnny O'Mara used his CR125 to roost on 500cc World Champion David Thorpe at the 1986 Motocross des Nations, many said the World Champions were merely *European* champions. Yet champions and championships are not determined by the results of a single race. A champion wins his title by being consistent throughout the course of a season; by winning the war, not just the battle.

The three 1987 World Champions; John Van den Berk (125), Eric Geboers (250) and Georges Jobe (500) did just that—they were consistent and won the war. All three won their share of events, but even when they didn't, they finished near the top, accumulating as many points as possible. When the points were totaled, each wore the victor's laurels.

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HOW I WON

JOHN VAN DEN BERK

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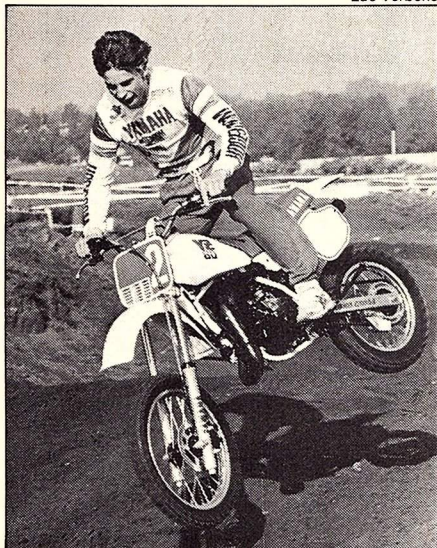
•**MXA:** How does it feel to win your first World Championship?

John: It's great . . . it's unbelievable! This has been a great year for me. I also won the Dutch National Championships over riders like Stribos and Tragter, and last winter I won the European Stadium Championship. It has been a very good year!

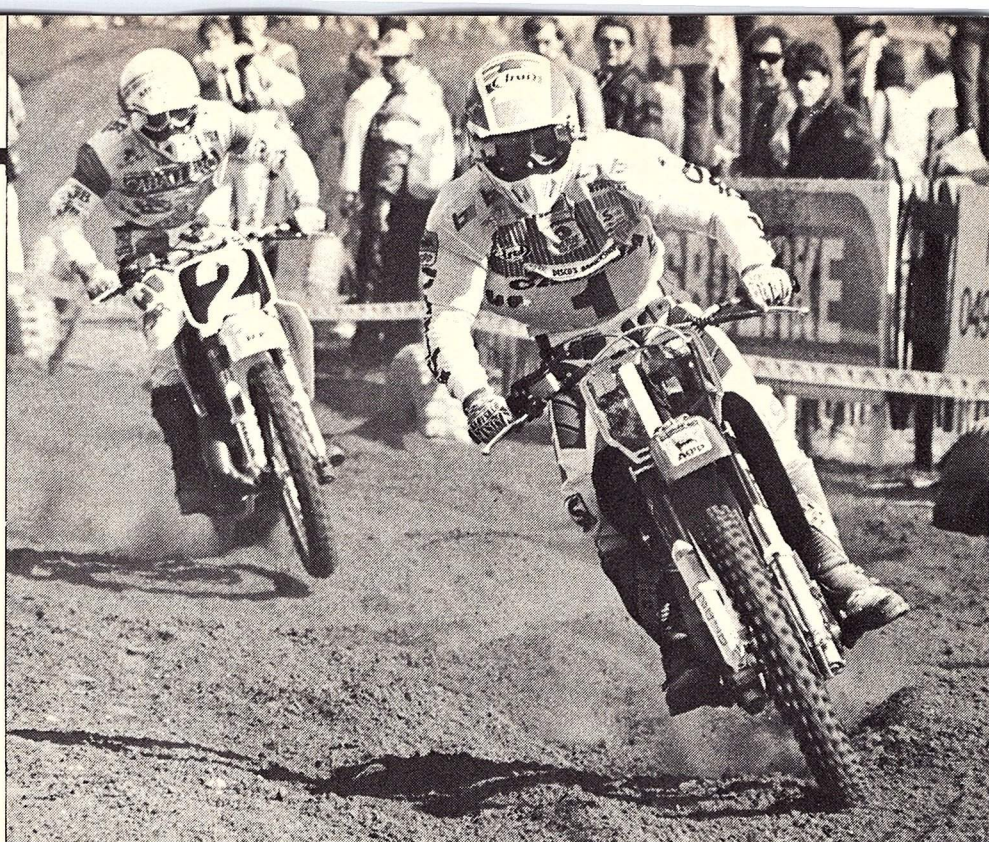
MXA: Many people say that you are in the best shape of any of the European racers. What kind of training do you do?

John: I train all week between races. I spend a lot of time cycling and running. I also try to lift weights to improve my

Luc Verbeke



Playtime: John Van den Berk took time off from winning the 125 World Championship to turn a few laps in Spain on a Yamaha YZ80. John wants to move out of the 125 Class, and might switch from the Yamaha team if they don't let him. Add his name to the Geboers replacement list.



Two-man class: Davy Stribos (1) and John Van den Berk (2) were the only riders in contention for the 125 title, but a young French rider named Jean-Michel Bayle is now the odds-on favorite to win in 1988.

Where's he from? Arto Pantilla rode the Benelli 125. Pantilla is a Finn, riding with a German license on an Italian bike that is sponsored by an American corporation. The wonderful world of Grand Prix motocross! ►

strength. We are different from the Americans. In Europe the weather is usually pretty bad, so we do not ride as much. I might ride once a week if the weather is good. In America most of the riders spend two or three days a week on the bike.

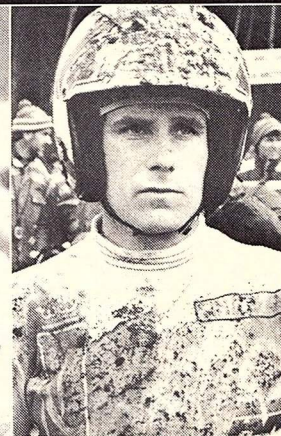
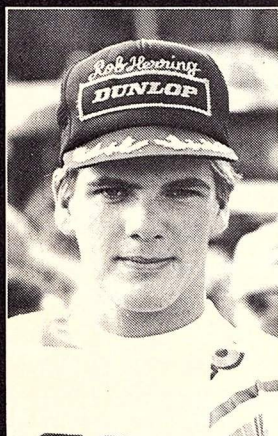
MXA: Will you stay in the 125 Class next year?

John: I don't think so. I think I will be riding a 250, but I am not sure. It is not sure, but almost sure (*laughs*). If I stay with Yamaha, it is for sure. I don't know now. I must first talk with the factories. We shall see. •



Luc Verbeke

STARS OF EUROPE



Photos by Patrick Ekman

Rob Herring—Great Britain Michele Fanton—Italy Gert-Jan Van Doorn—Holland Ismo Vehkonen—Finland Michele Rinaldi—Italy

ERIC GEBOERS

THERE WAS A GREAT DEAL OF PRESSURE

• **MXA:** You spent several frustrating years chasing the 500 crown. This year you went after the 250 title and won. Are you satisfied?

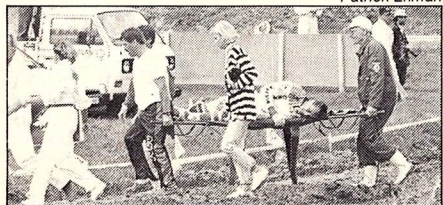
Eric: Yes and no. Honda wanted me to move to the 250 Class and win the championship. It was very tough, because it was expected that I would win. There was a great deal of pressure from the factory to win.

MXA: It took you a while to get on track; were you expecting to win?

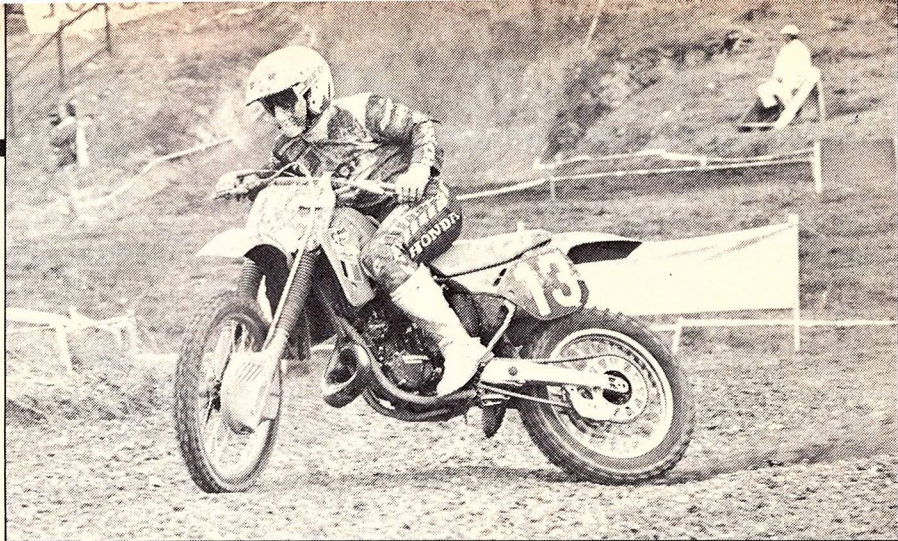
Eric: I entered the season thinking that the factory was right, it would be no problem. Right away I found out it wasn't going to be as easy as everyone thought it would be. There are a lot of good riders in the 250 Class. I went through the whole season with the pressure of the factory, the press and the fans expecting me to win. It made it very difficult to be happy with anything but winning. When I finally won, I was happy and relieved. But it was not the same as when I won the 125 Championships.

MXA: If you win the 500 Championship, you will be the first person to win World Championships in all three classes. Will you go back to the 500s in 1988?

Patrick Ekman

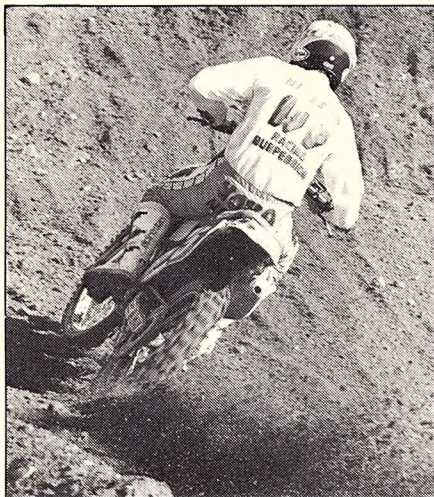


Poor Pekka: A week after losing the 250 World Championship, Pekka Vehkonen crashed in Sweden and dislocated his hip when he swapped off of his bike. The young Finn held onto second in the 250 Class.



Patrick Ekman

Eric the Red: Eric Geboers (13) clinched the 250 World Championship in South America after a season-long duel with Pekka Vehkonen. Geboers joins a small list of riders with World Championships in two classes.



Patrick Ekman

Swedish hope: Jorgen Nilsson rode a Honda for White Power and was an early-season favorite to win the 250 Class. He rode well, but Eric and Pekka were too fast.



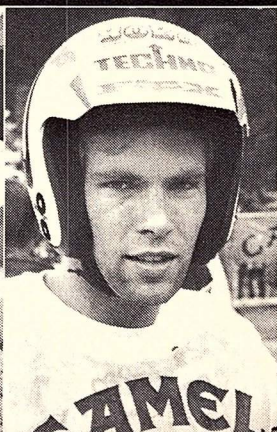
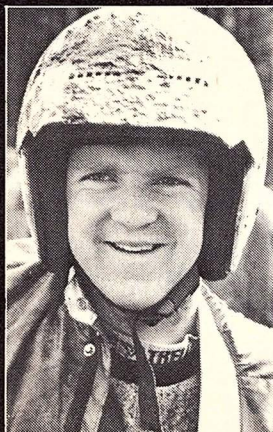
Patrick Ekman

Who's where? Soren Mortensen (17) is pursued by Gert Jan Van Doorn (3). Van Doorn spent an unhappy year riding for the Italians and is rumored to be a prospect for the Honda 250 ride or a return to the Venko team.



Luc Verbeke

Factory material: Swede Peter Hansson (71) earned a lot of respect with his rides on the KTM 250 this year. Hansson might be in line for a full-on factory ride. Eric Geboers wants to return to the 500 Class, which will leave an opening at Honda. Will Peter get the ride?



Photos by Luc Verbeke

Peter Hansson—Sweden

Eric Geboers—Belgium

Peter Dirx—Belgium

Georges Jobe—Belgium

Kurt Ljungvist—Finland

HOW I WON

GEORGES JOBE

I PROVED A PRIVATEER CAN WIN

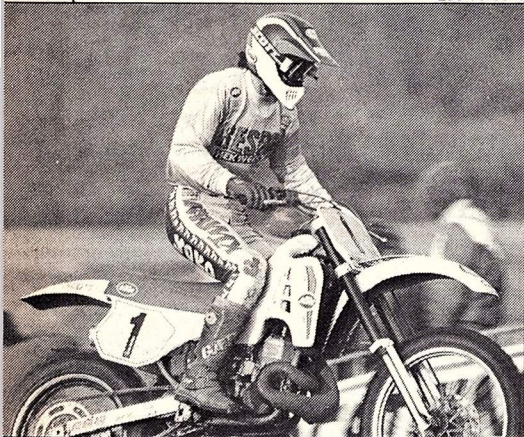
• **MXA:** You won two 250cc World Championships as a factory rider. How does it feel to win the 500 crown as a privateer?

Georges: I feel very happy. I think I deserved it, because I have always worked very hard. I worked especially hard this year, and it has paid off. I won the Championship. It is great because I paid for everything. I worked hard to get sponsors, and I am grateful for their help.

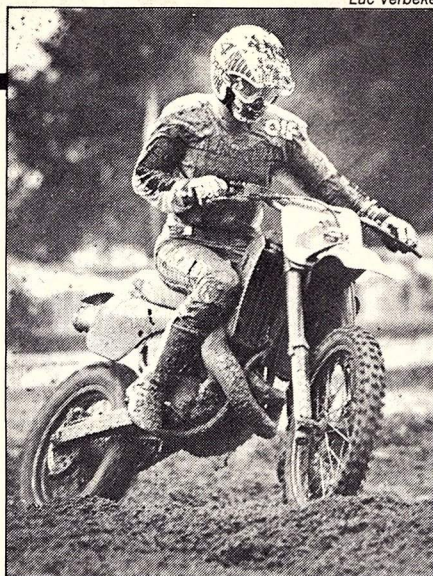
MXA: What stands out as the high point of this season?

Georges: I won four Grand Prix events, but more importantly, I won seven heats. You know the season is very long. There are 12 GPs, and you have to race just about every week. You must race as hard as you

Luc Verbeke



Inconsistency: Kees Van der Ven started the season well, faded in the middle and then came back to be a strong force at the end of the 12-race 500 Grand Prix circuit. Kees' third overall was the highest Euro bike in the 500 Class.



Luc Verbeke

Privateer king: Georges Jobe (2) snubbed the Kawasaki factory by reneging on his contract and went and bought his own bikes. Jobe's 1987 500cc World Championship is the most impressive victory in years. Bravo for privateer power!

Patrick Ekman



Fourth in the Five-Oh-Ohs: Finland's Kurt Ljungqvist (63) took the injured Jacky Vimond's aluminum-framed YZM500 Yamaha to fourth overall in the 500 Class. From an unknown to fourth in less than two seasons is impressive. Vimond will be back in '88 as Ljungqvist's teammate.

can each race, and every week it gets more difficult. It is tough to do well week after week, especially as a privateer.

MXA: Will you have any factory backing next year?

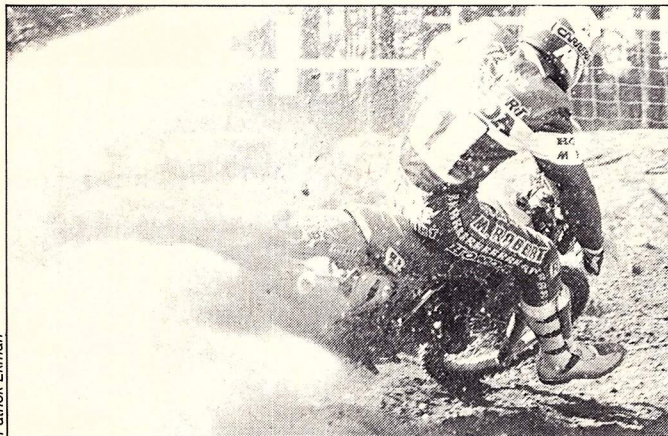
Georges: I don't know, yet. I am still talking to the factories. I am still looking for something, I'd like to make back some of the money I spent this year (laughs). I am waiting. I proved a privateer can beat the factories. If I have to do it again, I will—but it is very expensive! •

Luc Verbeke



Great Britain: Kurt Nicoll was glad that Jobe jumped the Kawasaki ship, because he got full support and was free to pursue his own interests. Kurt's second place in the 500cc World Championship boosted Kawasaki honor a notch.

Patrick Ekman



Patrick Ekman

Favorite son: 1986 500 World Champion David Thorpe won the first three GPs and then watched his season go down the dumpster. Nerves, pressure and injury forced the World Champ back to fifth place by season's end. Honda still believes in Thorpe and will sponsor him in 1988.



Early-season sensation: Ismo Vehkonen switched to the 500 Class and looked to be adapting very well until an injury put the Finn out of contention. Yes, Ismo is related to Pekka. □

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Round 1 1987 Supercross, 60 min. Motovideo 87 Supercross Kick-Off Price: \$59.95

1987 SAN DIEGO SUPERCROSS — 250cc

It's round three of the 1987 Supercross season. For the first time Motovideo cameras bring Supercross from San Diego directly into your home. Catch all the exciting angles on some of the fastest racing of 1987 as Ricky Johnson seeks his first win of 1987 in front of his hometown crowd. Jeff Ward goes for his third consecutive win as he becomes the man to beat. Includes a special Motovideo segment on Jeff Wienke, stuntman, who crashes his motorcycle into a car at 55 mph and survives! 4 incredible angles! Only on Motovideo, never on T.V.

60 min., Motovideo S.D. Supercross Round 3 1987: \$59.95

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Talk about exciting. Motovideo goes to Phoenix for the second year in a row. Last year Ricky Johnson won the 1986 Supercross Championship. This year Ward, Lechein, and Johnson meet in Phoenix for what many are calling "The Phoenix Supercross Showdown '87." This Motovideo will be released 4-6 weeks after the event. Call now to get your copy. More great racing from Motovideo.

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1987 ATLANTA ARENACROSS — 250cc

It's 60 mins. of non-stop, wild and crazy motocross racing arena-cross style. From the Omni in Atlanta, Keith Turpin, Willie Surrat, Mark Cozier, Guy Cooper, and Ross Peterson go head to head and spoke to spoke in some of the most exciting motocross in '87. A tough competitive class of riders make this home video a most unique experience. It's a new breed of racing home video exclusively on Motovideo. This is one Motovideo that is full of surprises.

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1986 SUPERBOWL OF MOTOCROSS, L.A.

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1986 ANAHEIM SUPERCROSS

Motovideo's best seller for 3 months, this classic video contains some of the hottest racing of 1986. Ricky Johnson and David Bailey go spoke to spoke as they battle it out and exchange the lead eight times before it's all over. It's some real hot racing action.

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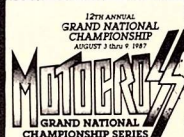
1986 PHOENIX SUPERCROSS

You won't see this one on T.V. Ricky Johnson wins the 1986 Supercross Championship by beating David Bailey. This 60 minute made-for-video motocross exclusive features a behind the scenes look at the top MX racers as well as some exciting off-road racing action.

60 min. Only \$49.95

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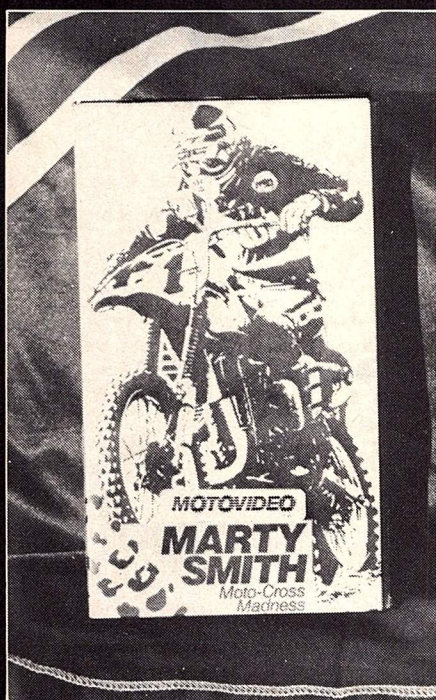
Tricks From The Trade



1985 UNADILLA 250 USGP

FUNCTION: You don't have to learn something from every video. When you want to share an exciting race with somebody who may or may not know anything about motocross, rent this excellent *MotoWorld* production. Larry Maiers does an excellent job of keeping the racing exciting without yelling all the time. It seems as though cameras were everywhere as almost every significant pass or bail shows up on the screen, such as the Hannah/Bowen duel and R.J.'s nasty crash after riding out a long wheelie on his front tire. A little short on background regarding the European riders but a great display of American talent.

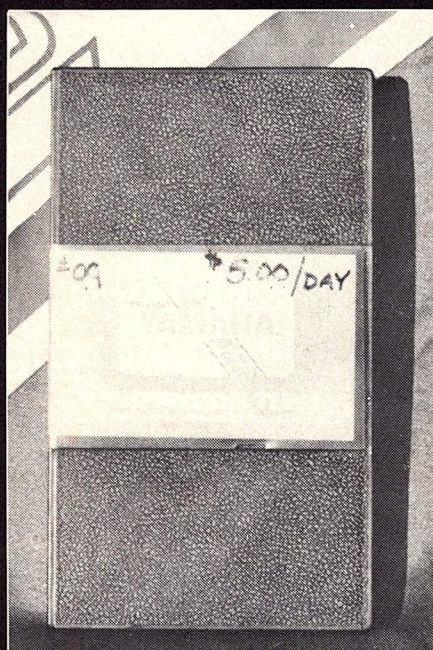
CONTACT: Seales Communications, 4405 Mall Blvd., #600, Dept. "Just for Fun," Union City, GA 30291.



MARTY SMITH'S MOTOCROSS MADNESS

FUNCTION: Marty Smith is a three-time National Champion who now runs a well-respected motocross school in the San Diego area. This 1985 tape shares a few of the secrets that got Marty to the top. Larry Huffman does most of the narration, so you begin to wonder just who the teacher is—Smith or Huffman. There is some good use of racing footage to illustrate the advice being given, and the tape itself is fairly exciting to watch, but we wonder if most people will actually feel they learned something after it's over.

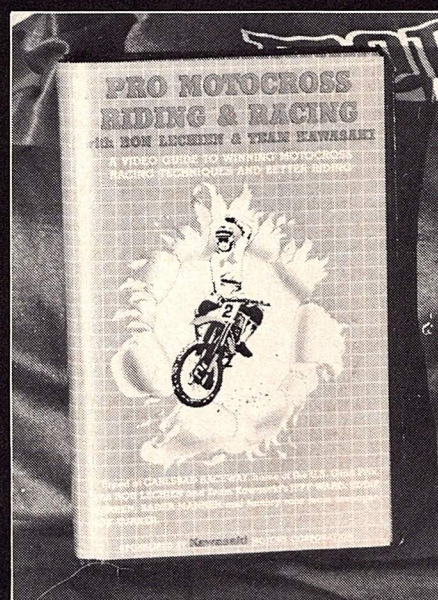
CONTACT: Marty Smith Motocross Schools, Dept. "Teen Idol," 4363 Temecula St., San Diego, CA 92107; (619)222-9910.



YZ BASIC SUSPENSION TUNING

FUNCTION: Yamaha did a great service to riders when it decided to share its knowledge of suspension works with the average bike buyer. This tape will help you understand and maintain the complicated BASS system, and it covers other areas, such as compression and rebound damping. Don't expect to be entertained by this video, however. Instead, you should watch it with a note pad on your lap so you can go straight to the garage and take advantage of the solid information given. Follow the advice Yamaha offers, and you'll save a bundle on maintenance costs. Our only gripe is that a book didn't come along with the tape.

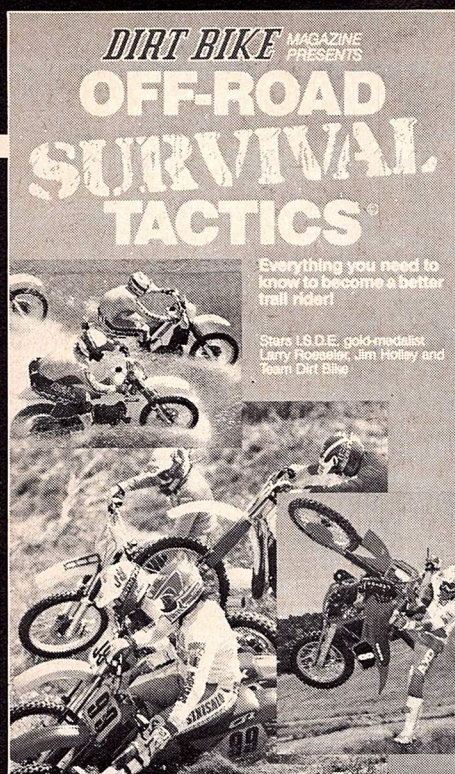
CONTACT: Yamaha Motor Corp., P.O. Box 6555, Dept. "How about a Book?" Cypress, CA 90630; (714)761-7300.



PRO MOTOCROSS RIDING AND RACING

FUNCTION: If you have not spent much time riding yet, you can learn some helpful tips from this tape. Kawasaki factory riders Jeff Ward, Ron Lechien and Eddie Warren give a few good tips on proper diet and how to handle Supercross jumps, but how many people are lucky enough to get in some laps on a real Supercross track? There is a lot of historical footage of past events, and cool video tricks keep the pictures pretty, but after getting excited watching these guys go fast, you keep asking, "...but how can I do that?" There's a nice segment that encourages women to climb aboard a bike, but why include an old Supercross TV commercial?

CONTACT: John Bradley Entertainment, 21703 Ocean Vista Dr., #104, Dept. "I Wanna be Fast," S. Laguna Beach, CA 92677; (714)499-2200.



DIRT BIKE'S OFF-ROAD SURVIVAL TACTICS

FUNCTION: How could we ignore the super production that those moto spodes at our sister mag, *Dirt Bike*, put out? *Dirt Bike* spent a lot of time cramming its 30-minute tape with an entertaining and informative batch of video footage. Jim Holley and Larry Roeseler share some sensible tips on how you can take skills learned out in the backwoods and apply them to the track. You'll learn how to handle those gnarly hillside ruts that form after a rainfall, how to climb hills, cross water and maneuver your machine around almost any obstacle a track or trail can throw at you. The end features all the boo-boos that happened while making the tape. This tape is good enough to buy.

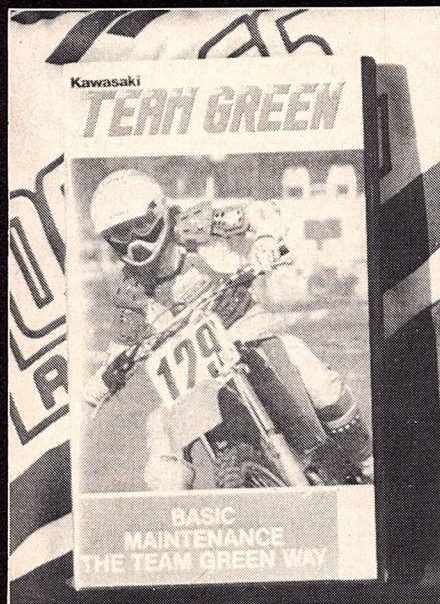
CONTACT: Plus Products, Dept. "Heidi" 10600 Sepulveda Blvd., Mission Hills, CA 91345; (818)365-6831.



FASTER LAP TIMES

FUNCTION: Former factory Honda rider and two-time ABC-TV Superbikers Champion Steve Wise is now offering a solid instructional video. Wise tries to give the viewer a feeling of one-on-one instruction, and uses footage from the '85 Millville, Minnesota, AMA National to illustrate his points. This is a welcome change of pace, since most other instructionals rely on Supercross footage. Bob Hannah fans will be happy to know that "Buckwheat" gives an informative interview, as well. One of the longer videos, *Faster Lap Times* checks in at just over an hour.

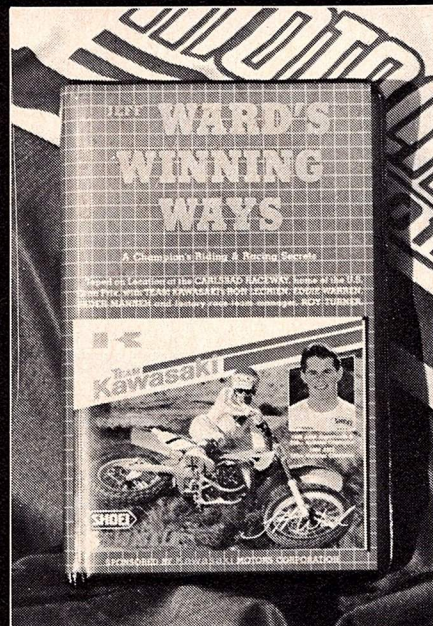
CONTACT: Action Video, Dept. "Hurry up, Brad!" Rt. 1, Box 271H, Smithville, MO 64089.



BASIC MAINTENANCE THE TEAM GREEN WAY

FUNCTION: A lot of people write to *MXA* asking how they can convince their folks to allow them to race. Now we have an answer. This 15-minute tape is the perfect way to show Mom and Dad that motorcycles are a valuable addition to any garage. Although Kawasaki produced the tape and it features their bikes, almost all the information is applicable to any bike. The fast pace of the script might prompt a few trips to the rewind button, but it also generates real excitement over owning and taking care of a bike. If you want to race, and Mom and Dad are dragging their heels, get them to watch this.

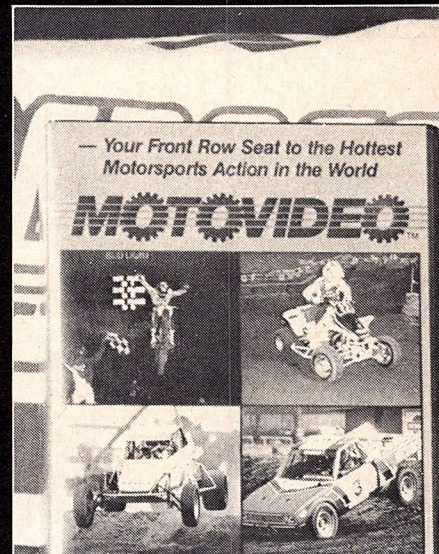
CONTACT: Kawasaki Motor Corporation or your local dealer.



JEFF WARD'S WINNING WAYS

FUNCTION: Jeff Ward is frequently regarded as the champion you never hear from. He is one of the very few competitors who has been able to maintain his motivation beyond the minicycle class. His video begins with a long display of what can go wrong on a motocross track, and emphasizes the use of safety gear. Ward is great at describing his strategy during some of the many Supercross races he's been in, but the generally excellent advice he gives doesn't always match the pictures on the screen.

CONTACT: John Bradley Entertainment, 21703 Ocean Vista Dr., #104, Dept. "He Speaks!" S. Laguna Beach, CA 92677; (714)499-2200.



MOTOVIDEO'S PONCA CITY CHAMPIONSHIPS

FUNCTION: *MotoVideo* has a large catalog of events, ranging from Magoo's classic domination of the Europeans at the MX des Nations, to coverage of the 1987 NMA Championships held at Ponca City, Oklahoma. This is not an instructional video, but rather a display of what happens when a few thousand racers and their families all take a week's vacation at a motorcycle park. Racing in almost all of the classes is available, so if you were at the event, chances are, you can see yourself somewhere. This is another good tape to show to skeptical parents, as there are many scenes that demonstrate how the whole family can get involved.

CONTACT: Plus Products, Dept. "Killer Voice-over," 10600 Sepulveda Blvd., Mission Hills, CA 91345; (818)365-6831. □

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SHOWDOWN

(continued from page 85)

FACTORY OPINION

YAMAHA SAYS... MAYBE

• Ken Clark is the manager of Team Yamaha's racing department, and he helps factory executives decide which events will be attended by the team riders. Last July he told Anaheim Stadium officials that any change in the usual format would diminish its importance.

MXA: Ken, what is Yamaha's position regarding Mickey Thompson running the '88 Anaheim race?

Ken: If the Ultracross format is run at Anaheim, Yamaha will not attend.

MXA: Mickey is trying to get an AMA sanction and has promised to run the normal format if he gets it. Would that make a difference?

Ken: If that happens, I'd have to go to our marketing people, but without AMA points, we have little to gain.

MXA: What is it about Ultracross that the factories don't like?

Ken: We just don't like the format of the program. With the reverse start and the fact that we become part of a car, dune buggy, truck show, we don't think that the kind of people attracted to that type of show are the kind of people who buy motorcycles. It's interesting, but it's not the show that Supercross is.

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◀ **He's not alone:** Yamaha's racing manager Ken Clark says that Yamaha factory riders probably won't go to Anaheim unless it's an AMA points event. He doesn't want to risk his team unless points are at stake.

MXA: I noticed that there was only one Yamaha at the Las Vegas Ultracross.

Ken: It's not our policy to tell our support riders where to ride. They probably elected to go to the Trans-Cal, where they can race in their backyard and make some money. •

WHERE'S R.J.?

ANAHEIM CHAMPIONS

1975	.....	Tony DiStefano (Suz)
1976	.....	Marty Smith (Hon)
1977	.....	Bob Hannah (Yam)
1978	.....	Gaylon Mosier (Kaw)
1979	.....	Kent Howerton (Suz)
1980	.....	(no race)
1981	.....	Kent Howerton (Suz)
1982	.....	Donnie Hansen (Hon)
1983	.....	David Bailey (Hon)
1984	Johnny O'Mara (Hon)
1985	Broc Glover (Yam)
1986	David Bailey (Hon)
1987	Jeff Ward (Kaw)

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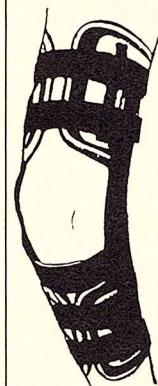
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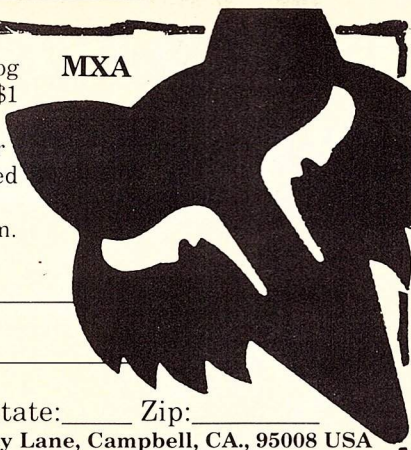
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MOTOCROSS ACTION AD INDEX

Answer	23,30-31,34,47	Hi-Flite	72	Nissan	24-25
Axo Sport	104-105, 107	Hondaline	108	North Hollywood Honda	43
Bell Sport	95	Honda of Troy	69	O'Neal	51-58
Boyesen	85	Hy-Tech (EBC Brakes)	98	P.S.I.	95
California Accessory Whse.	68	Iron Works	45	Pro Circuit	18-19
Ceet Racing	94	JT Racing	28-29	Race Tech	85
Cosmopolitan Motors	95	Krause	15,87	R.J. Enterprises	59
Dennis Kirk	17	Maxima	94	Scott's Scooter Service	71
DG Performance	21	Midwest Action Cycle	40-41	Simons Forks	22
Dirt Bike Calendar	59	Motocross Action Jerseys	99	Sunshine Cycle	73
Dirt Bike Video	75	Motocross Action		Sunstar Sprockets	70
Donelson	39	Showcase	96-97	Torque Center	67
Durakon	8	MXA Subscription	82-83	U.S. Suzuki	13,100-101
FMF	71	MXA Wallets	94	Wendt Racing	74
Granada Yamaha	38	Motocross Engineers	20	White Bros.	37
Hallman	10	Motofox	2-7	Yamaha of Downers Grove	36
		Motovideo	21		



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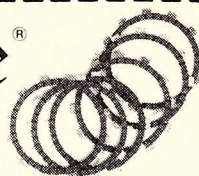


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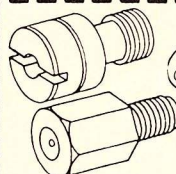
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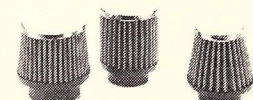
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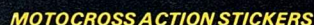
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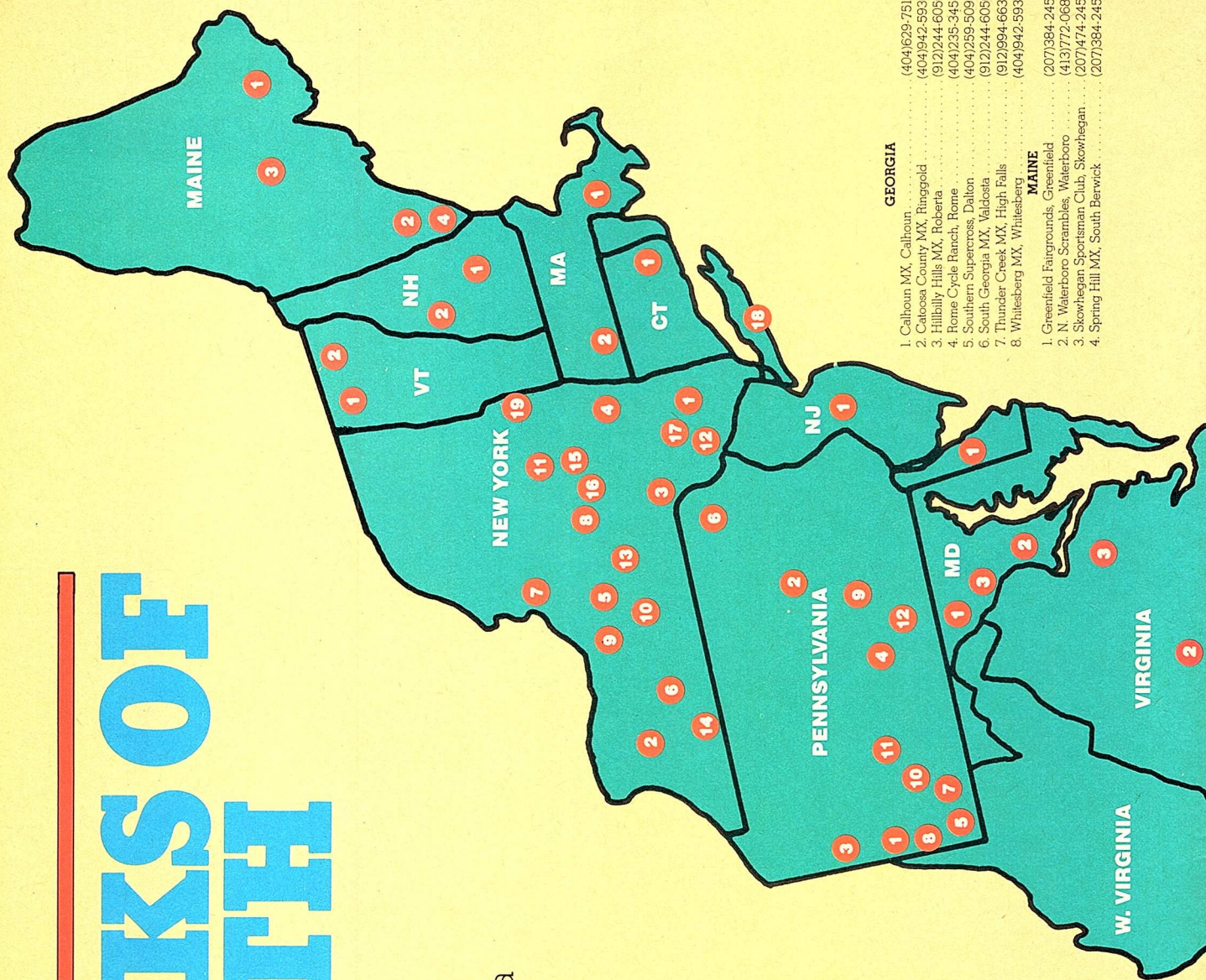
□ For the past three months, the MXA wrecking crew has run up an incredible telephone bill in order to prove something we knew all along: motocross is alive and roosting in America. Nearly 400 tracks are running races on a regular basis in this country, and that figure doesn't even include the many Arenacross, state and county fair events, and other one-time-only races that we are all familiar with.

THANKS, FOLKS

We could not have compiled this list without the help of some special people. Folks like Bill William of Kentucky, Joe Sims from Cersie Yamaha and Kawasaki in Arkansas, and Jenny Ward from Northern California dug names and phone numbers out of stacks of old fliers and entry forms and helped make this difficult project possible. To all the minicycle mothers, shop and track owners, and race promoters who shared their information with us, a big thank you.

WE KNOW THERE'S MORE

But we aren't done yet. We found that there are many more facilities in various stages of development, and undoubtedly we overlooked somebody somewhere, so send us any track information we might have missed. Our next step is a handbook that will include any latecomers we may have overlooked, checklists outlining what you need to take to the track, tips on stretching your racing budget, obtaining sponsorships and a lot of other helpful articles regarding motocross competition. We've helped you discover a few new places to race in 1988, and our upcoming handbook will not only show you more places to race, but how to get the most satisfaction out of your efforts at the track. □

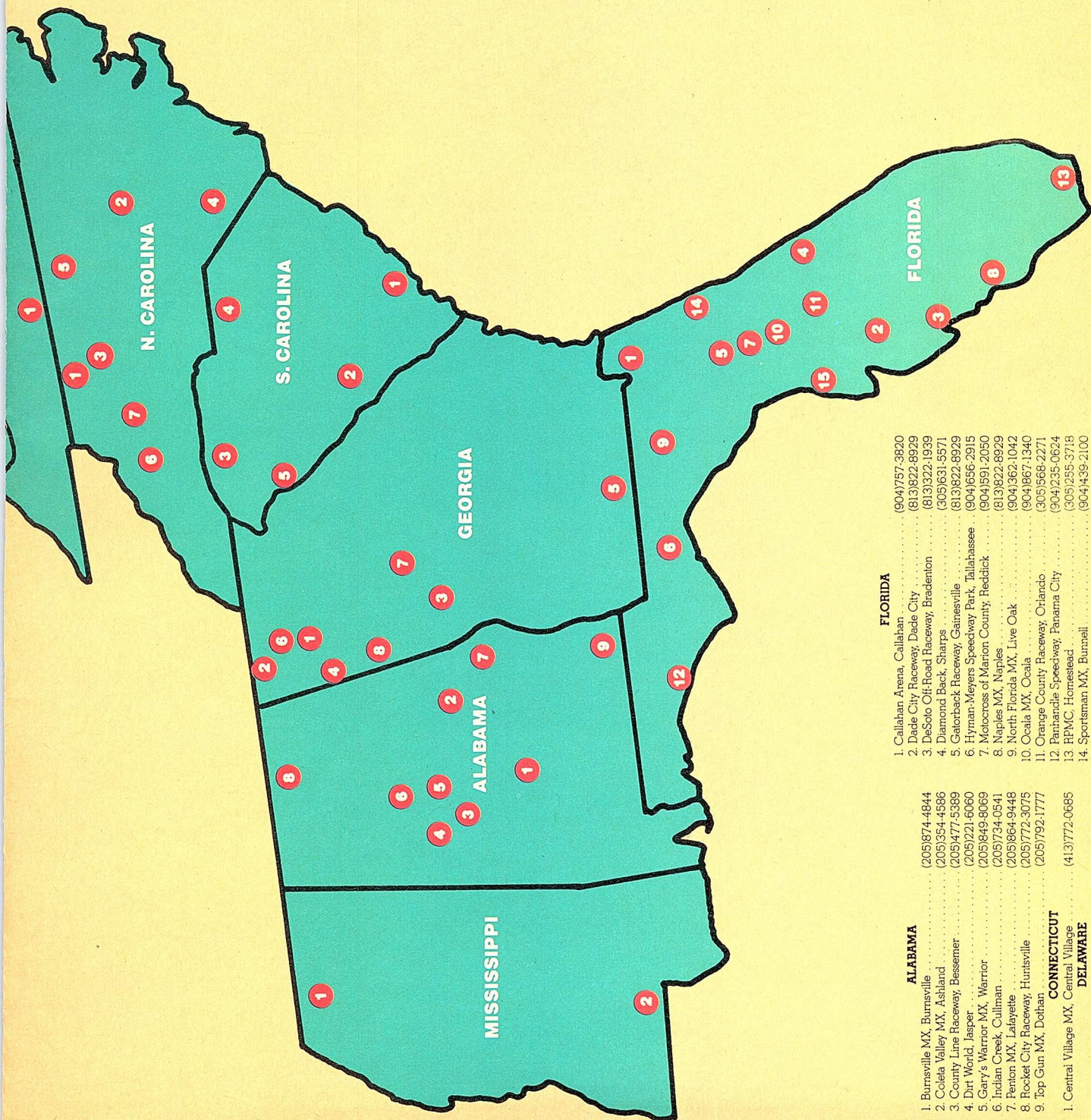


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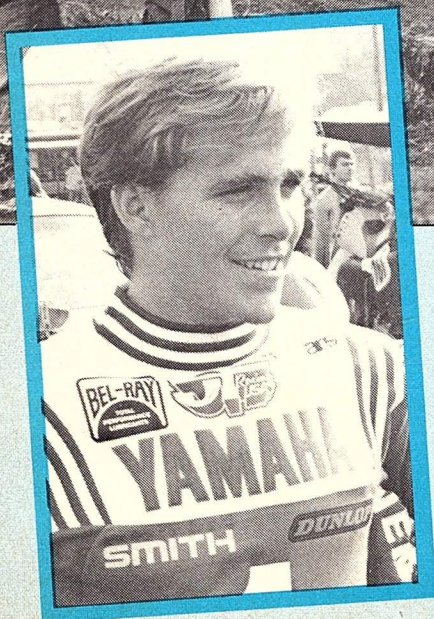
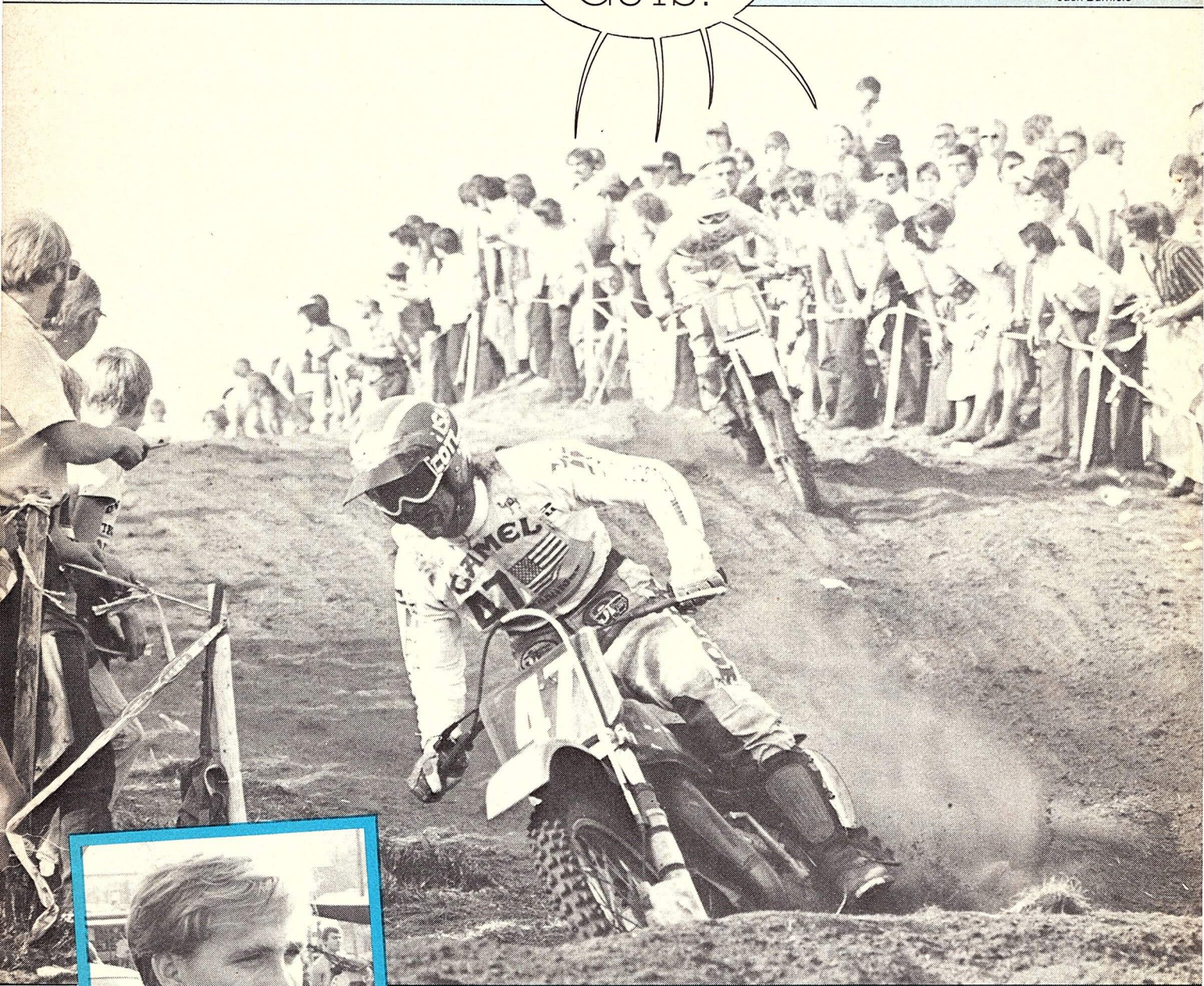
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WHO ARE THOSE GUYS?

Jack Burnicle



The year? 1981. The riders? Danny LaPorte and Johnny O'Mara. The event? The Motocross des Nations. The place? Lommel, Belgium. Like a scene out of *Butch Cassidy and the Sundance Kid*, the Belgian fans couldn't believe their eyes. The no-name American team of O'Mara, LaPorte, Sun and Hansen made its first appearance at the Motocross des Nations in years. The European fans didn't even consider them to be a real team, and U.S. team

manager Roger DeCoster had to fight with the promoter to get the start money.

In the end the Belgian fans kept asking, "Who are these guys?" as the white-clad Americans blew the Euros off the face of the map for the first American victory in Motocross des Nations' history. The Belgian fans are looking back down the track, waiting for someone other than an American to come. That is how the dynasty was born. □

◀ Today Danny LaPorte is racing Paris to Dakar-style Rallyes in Europe, and working for JT and Alpinestars as a representative. In 1981 he turned his MX des Nations ride into a chance to ride and win the 1982 250 World Championship.



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